



PUBLIC INFORMATION MEETING

April 29, 2008

Maryland Community Church

Terre Haute, Indiana



AGENDA:

- ❑ Welcome and Introductions
- ❑ Rules and Purpose of the Public Information Meeting
- ❑ Methods to Provide Comments
 - Written
 - E-mail
 - Mail / Fax
 - Website
- ❑ Description of Project
 - Project History
 - Alternatives Under Consideration
 - Overview of Community Advisory Committee
 - Anticipated Schedule
- ❑ Opportunity for Comments

RULES OF THE PUBLIC INFORMATION MEETING:

- 1) Hold All Comments Until the Designated Comment Period Following the Formal Presentation
- 2) Be Courteous of the Viewpoints of Others
- 3) Be Open, Not Confrontational
- 4) Be Sure to Provide Input
 - Comments will be Accepted 15-Days Following this Meeting – **May 14, 2008** (Postmarked)

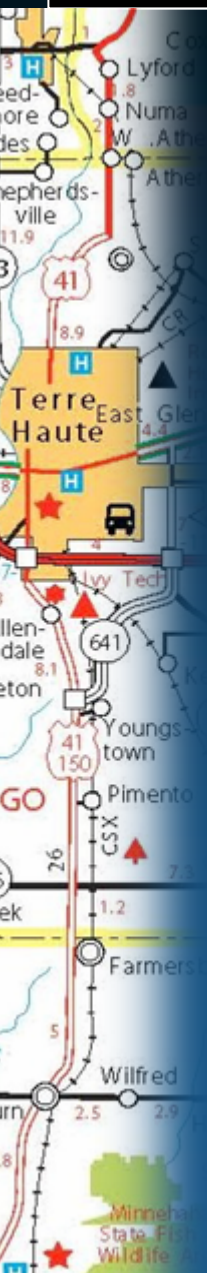
PURPOSE OF THE PUBLIC INFORMATION MEETING:

- ❑ Provide the Opportunity for the Public to Comment on Projects Before Key Decisions are Made
- ❑ Gain Invaluable Input from those that Live in the Project Area
- ❑ Early Engagement will Assist in Avoiding Future Project Delays
- ❑ Purpose is to Collect Data on Public Sentiment – Comments are Included in the Project Record, but are not Responded to
 - **Public Hearing Anticipated in Fall 2008**
 - Formal Session Requiring Responses to All Comments Received within Designated Period

PUBLIC COMMENTS BEING SOUGHT ON:

❑ Alternatives Presented

- Functionality of Interchanges
- Changes in Access / Travel Patterns
- Potential Impacts to the Social and Natural Environment



METHODS TO PROVIDE COMMENTS:

Written Comments

- ❑ Comment Forms Included in the Public Information Packet can be Completed and Handed to the Project Staff or Placed in the Comment Box

E-Mail

- ❑ Comments can be E-Mailed to the Project Consultant at ccosta@b-l-n.com
- ❑ A response will be Returned Indicating Your Comment has been Received

Mail or Facsimile

- ❑ Comments can be Mailed or Faxed to the Project Consultant at:
8126 Castleton Road, Indianapolis, IN 46250
Fax – (317) 841-4280

METHODS TO PROVIDE COMMENTS:

Project Website: <http://www.in.gov/indot/div/projects/sr641/>



- ✓ Submit Comments
- ✓ Learn About Public Meetings
- ✓ Review Project Maps
- ✓ Obtain Project News



PROJECT DESCRIPTION

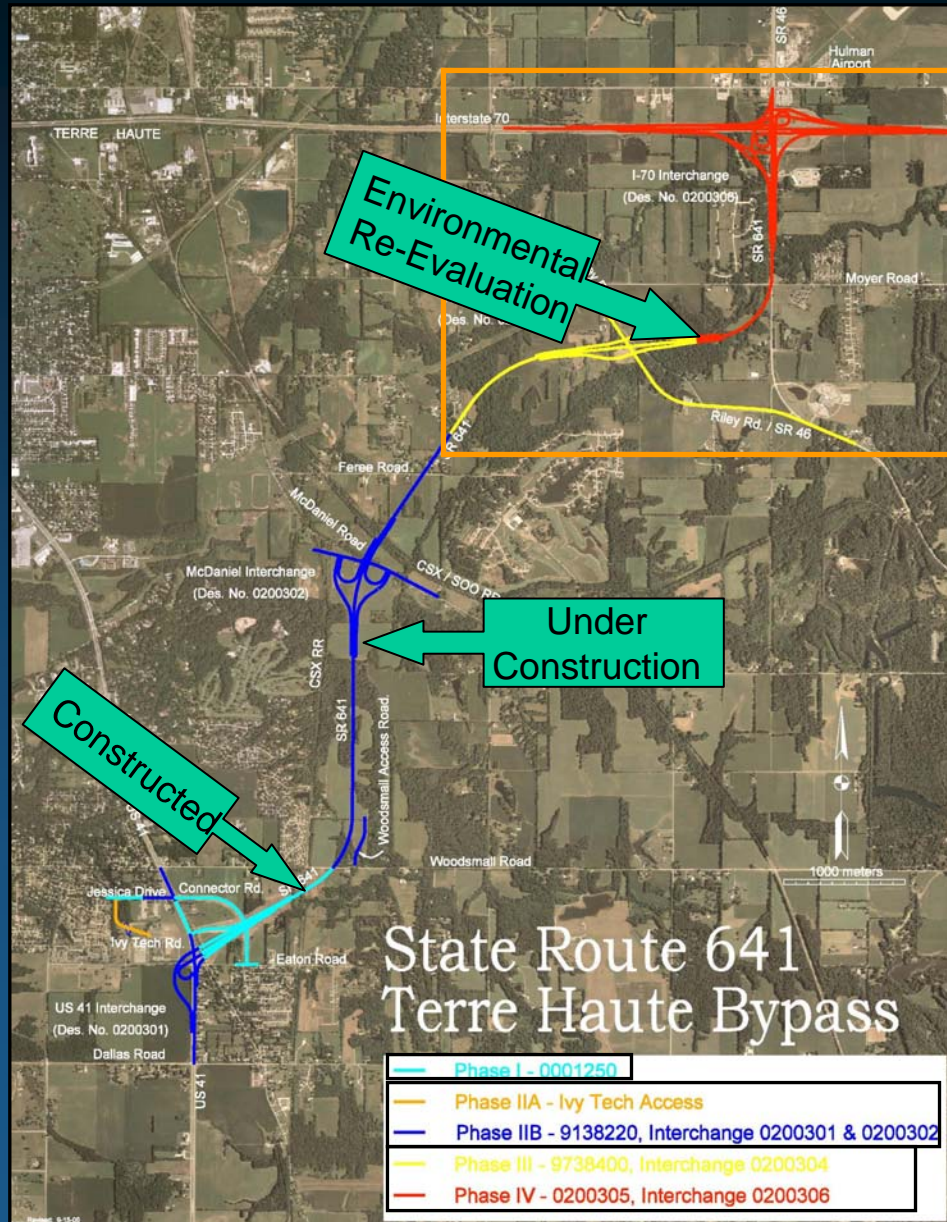
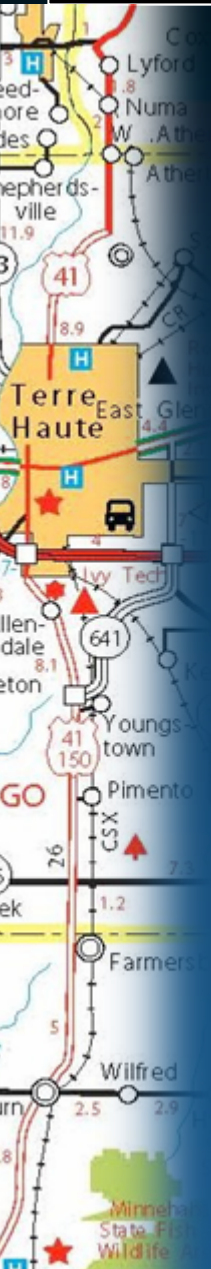
PURPOSE AND NEED:

Primary

- ❑ System Continuity – Completion of Bypass Around Southern Terre Haute Linking US 41 to I-70
 - Conformity with FEIS and ROD

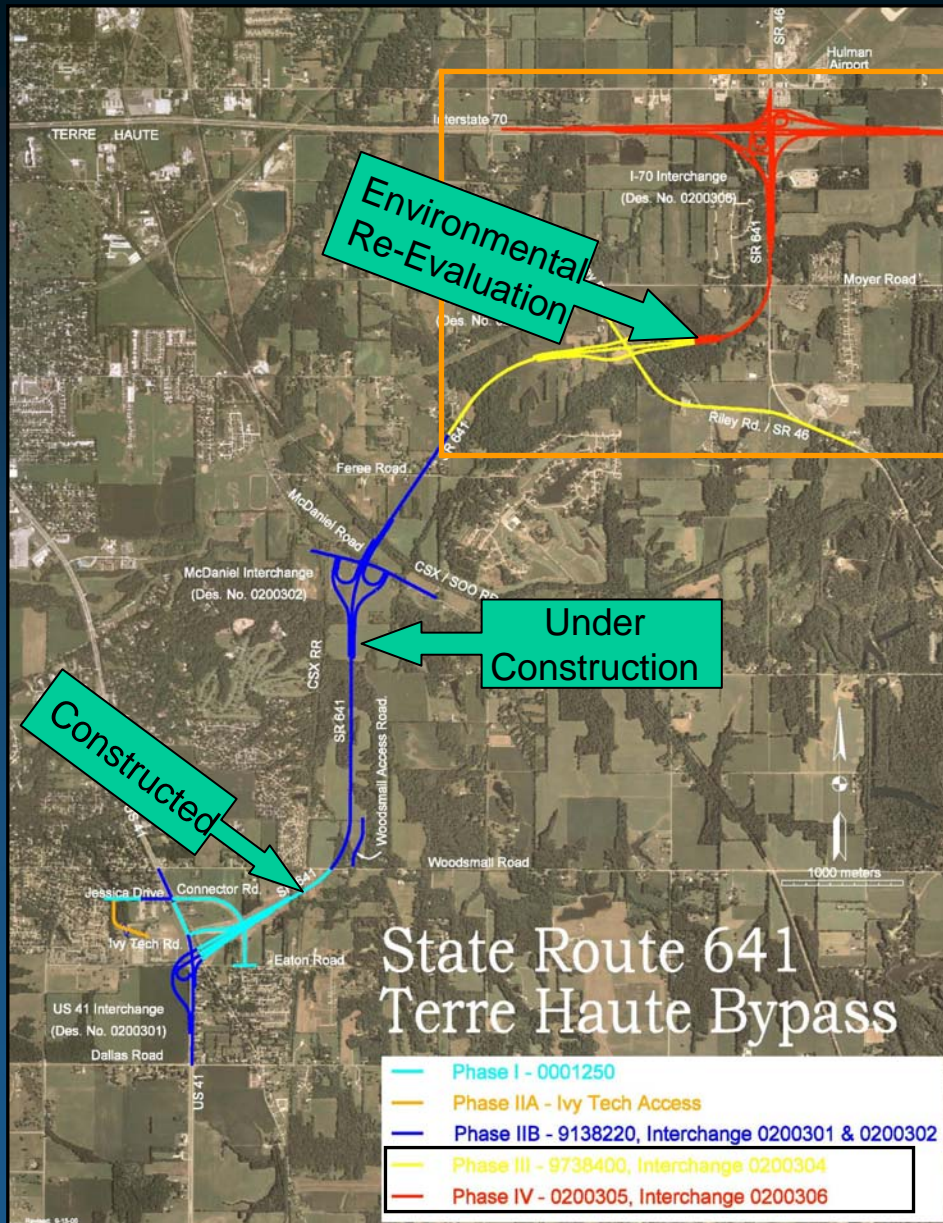
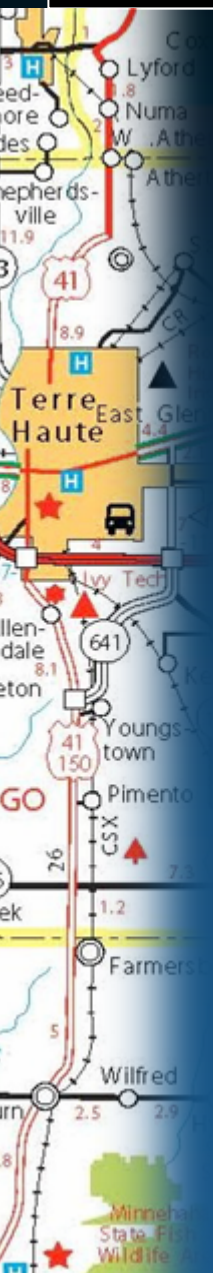
Secondary (from FEIS)

- ❑ Divert Traffic Reducing Congestion Along the Nine Mile Stretch of US 41 extending from the SR 641 (Phase I) to I-70 at SR 46
- ❑ Provide Improved Access to and Between Commercial and Transportation Hubs
- ❑ Improve Conditions Along US 41 for Users Accessing Congested Commercial Areas
- ❑ Reduce the Overall Rate and Severity of Accidents



Review of Project History:

- Final Environmental Impact Statement (FEIS) Issued in January 2000 - Identified Line CX as the Preferred Alternative
- Followed by a Record of Decision by the Federal Highway Administration in March 2000
- Construction Sequenced in Four Phases
- Coordination with Permitting Agencies Resulted in a Need to Perform an Environmental Re-Evaluation in Phases III & IV



Review of Project History:

- Re-Evaluation to be Addressed through an Environmental Assessment

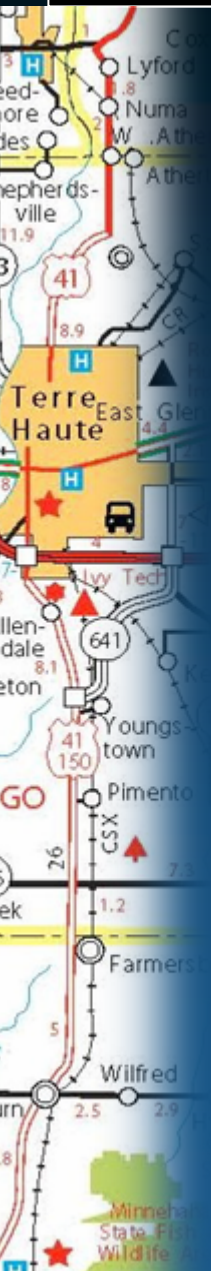


INTENT OF THE RE-EVALUATION ENVIRONMENTAL ASSESSMENT:

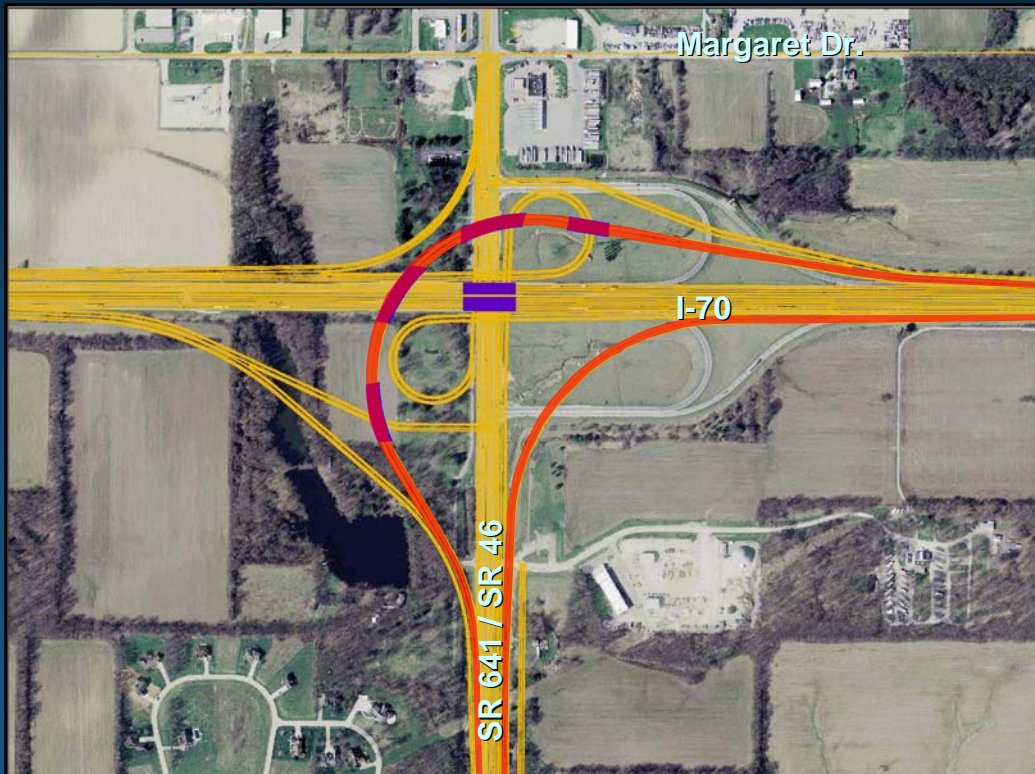
- ❑ Document Changes that have Occurred Since the Completion of the Environmental Impact Statement in 2000
- ❑ Complete an Evaluation of New Alternatives that Satisfy the Purpose and Need of the Project in Accordance with the National Environmental Policy Act (NEPA)
- ❑ Identify a Preferred Alternative to Advance Through the Design Phase

CHANGES IN THE FEIS PREFERRED ALTERNATIVE – LINE CX:

- ❑ Modification to the Interchange Configuration at SR 641 / SR 46 and I-70
- ❑ Local Access Roads Between Riley Road and I-70

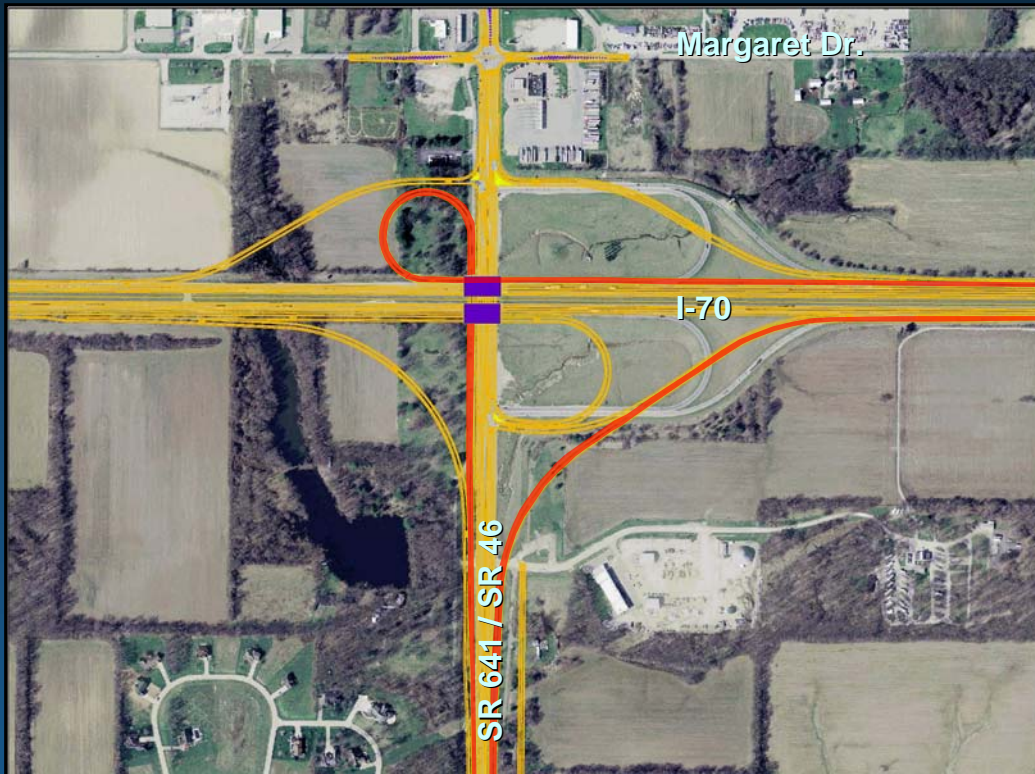


Line CX – Fold Diamonded Interchange at I-70 (FEIS Interchange):



- Original Interchange Provided High Speed Free Flowing Traffic Movements
 - Westbound I-70 to Southbound SR 641 / Eastbound SR 46
 - Northbound SR 641 / Westbound SR 46 to Eastbound I-70
- Uncertainty of I-69 Corridor Location
 - Potential for Higher Traffic Volumes
- More Expensive Interchange

Line CX – Parclo-B Interchange at I-70:



- Maintains High Speed Free Flowing Movement for Northbound SR 641 / Westbound SR 46 to Eastbound I-70 Traffic
- Low Speed Free Flowing Movement for Westbound I-70 to Southbound SR 641 / Eastbound SR 46 Traffic
- More Cost Effective Interchange Configuration
- Provides for a Fair Cost Comparison Against Other Alternatives



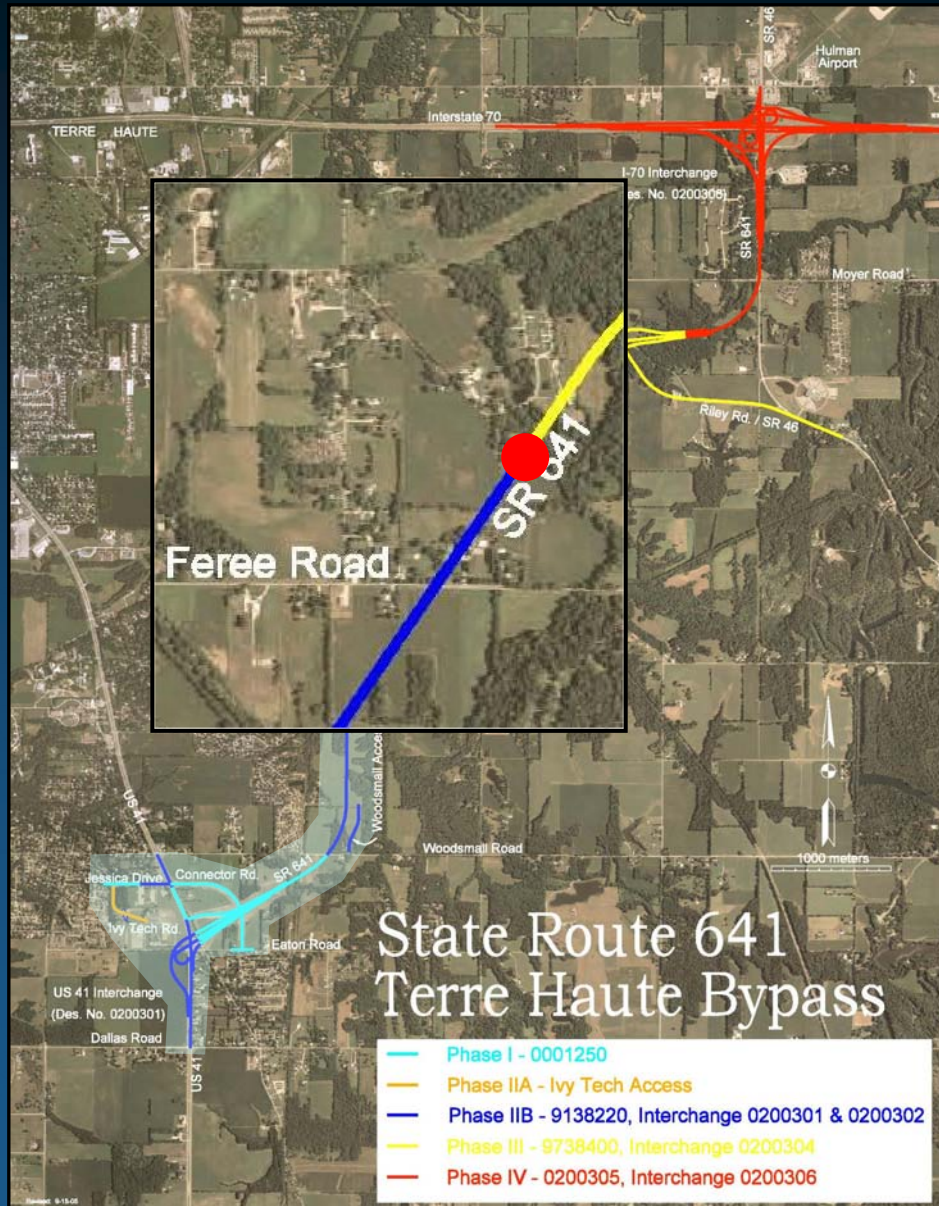
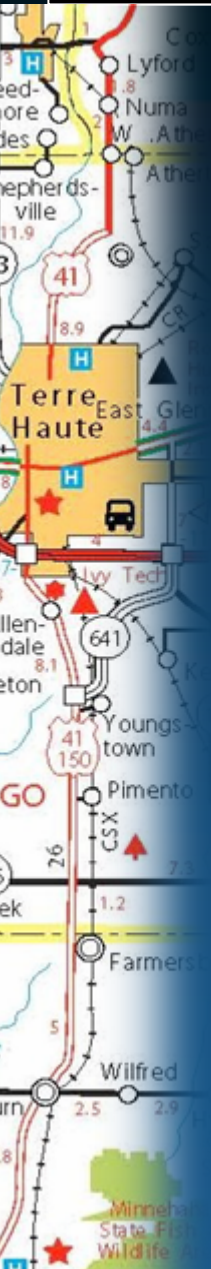
LOCAL ACCESS ROADS:

- ❑ FEIS Line CX Alternative Identified a Local Access Road East of SR 641 / SR 46 Between Riley Road and Moyer Road
- ❑ FEIS Line CX Alternative Also Identified Local Access Roads on Either Side of SR 641 / SR 46 North of Moyer Road
 - Provided Access to Residences Aligning Either Side of Existing SR 46
- ❑ Since the 2000 FEIS, Residences Along the West Side of SR 46 Acquired / Razed by Terre Haute International Airport as Part of Noise Abatement Measures

LOCAL ACCESS ROADS:

- ❑ Current Line CX Alternative Adjusts the Alignment of the Local Access Road Between Riley Road and Moyer Road
- ❑ Current Line CX Alternative Extends the Local Access Road to Sony Drive
 - Provides Access to the INDOT Subdistrict

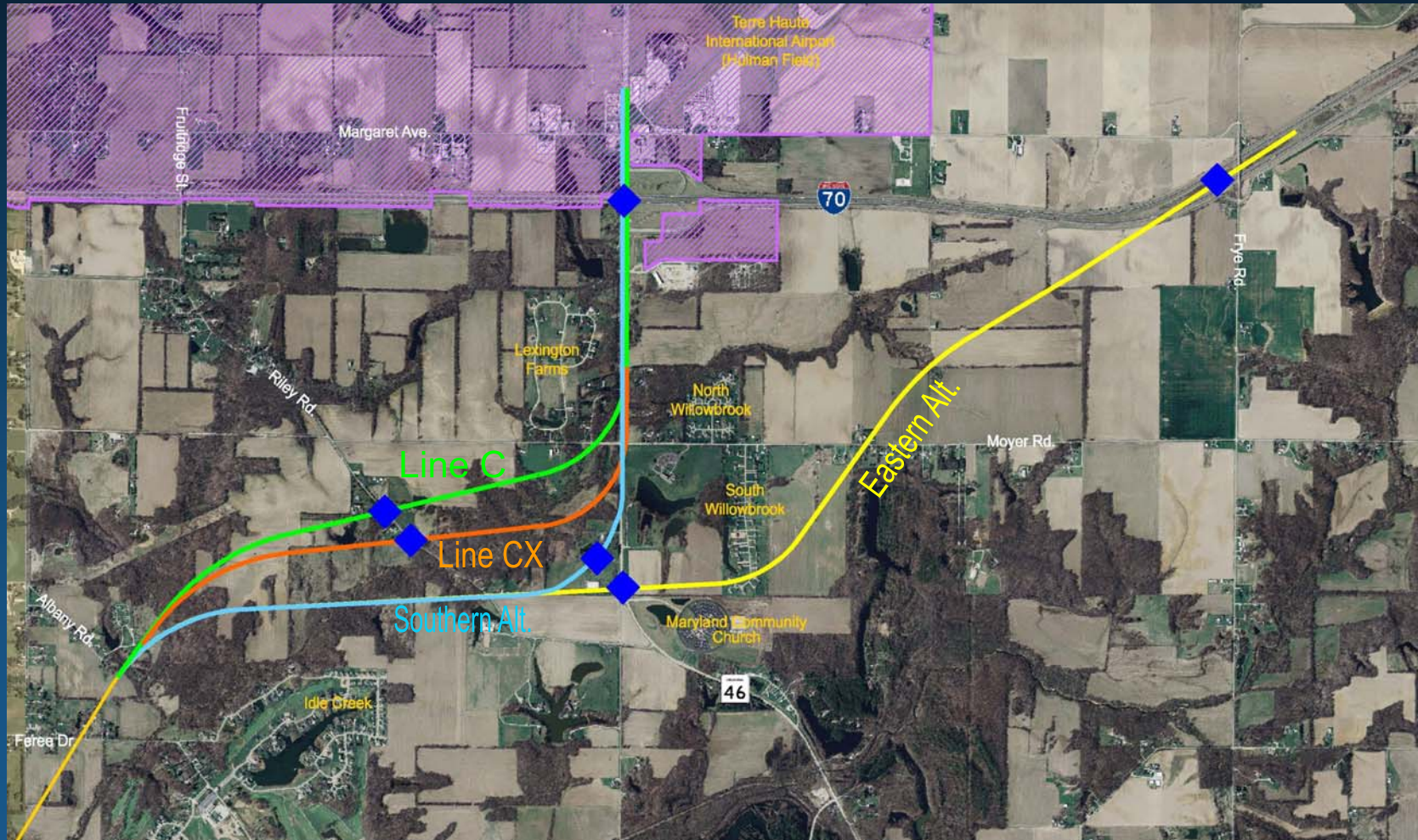




SR 641 FACTS

- ✓ Federal Highway Administration Approved Line CX as the Selected Route in March 2000
- ✓ Phases I and II are Either Constructed or Under Construction
- ✓ The Southern Termini for Phase III is Set
- ✓ There is No Preferred Alternative at This Time

Alternatives Considered as Part of the Environmental Assessment:



SR 641 PROPOSED TYPICAL CROSS SECTION:

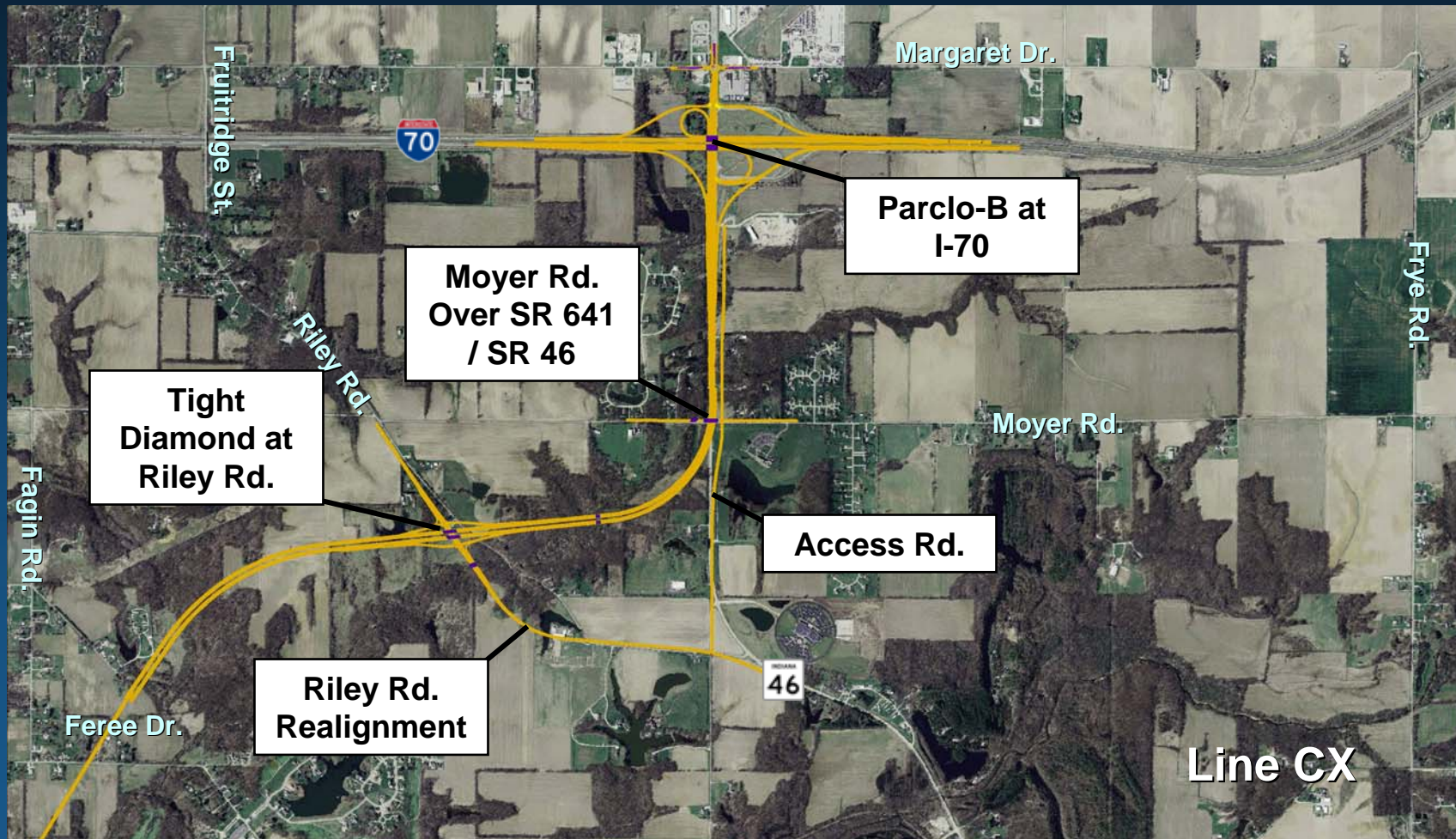
- ❑ Four 12 Ft. Travel Lanes, Two Northbound and Two Southbound, with 10 Ft. Paved (11 Ft. Graded) Outside Shoulders
- ❑ Varying Median Treatment Depending on Alternative and Location Along the Alternative:
 - 60 Ft. Depressed Grass Median with 4 Ft. Paved (7 Ft. Graded) Median Shoulders
 - 26 Ft. Wide Closed Median with 12 Ft. Paved Shoulders and Barrier Wall
- ❑ Typical Right-of-Way Width of Approximately 300 Ft., but not Yet Defined
- ❑ Full Limited Access Right-of-Way:
 - Access to SR 641 Only at Designated Interchanges
 - No Drives or At-Grade Intersections
- ❑ Design Speed of 70 Miles Per Hour

Alternatives Considered as Part of the Environmental Assessment:

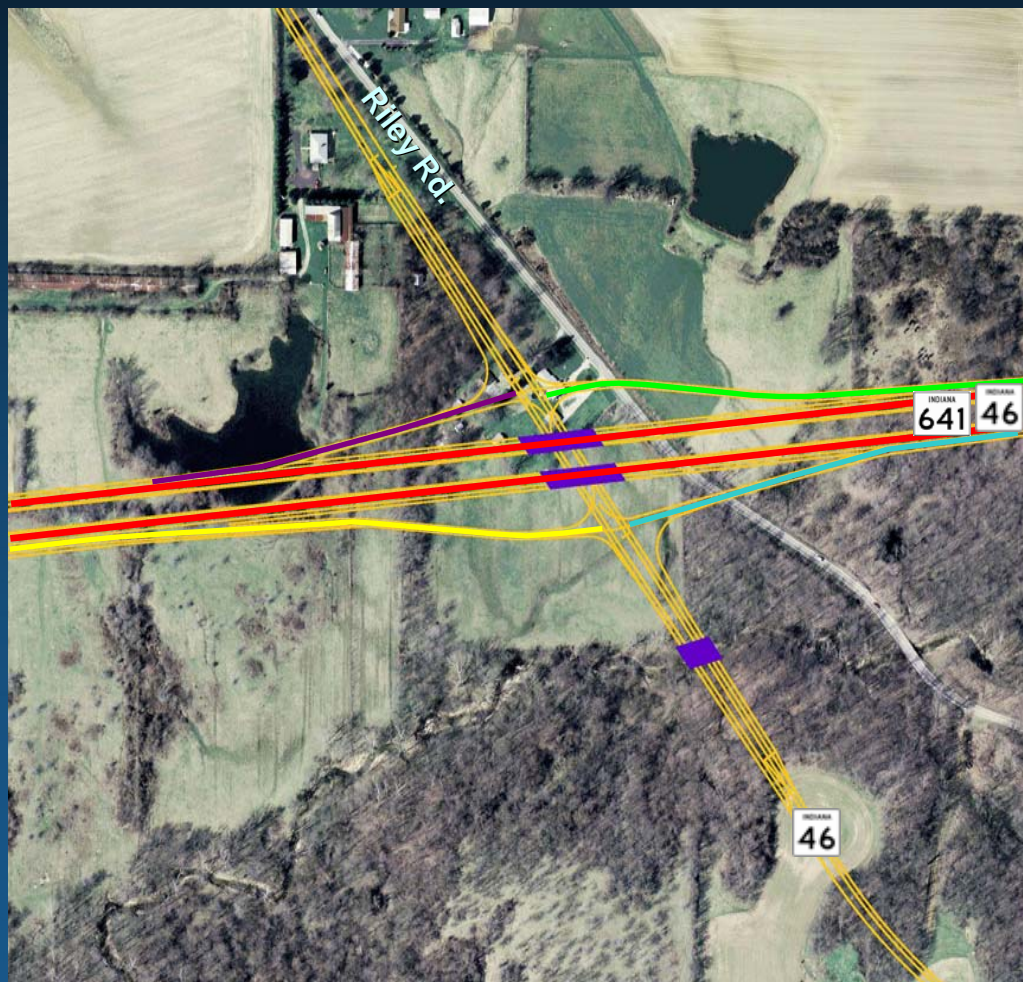
- (1) ☐ Line CX – FEIS Alignment
 - (2) ☐ Line C
 - (4) ☐ Alternative E1
 - (5) ☐ Alternative E2
 - (3) ☐ Alternative E3
- Eastern Alternative
- Southern Alternative

All Alternatives are Conceptual and Subject to Change

Alternatives Considered as Part of the Environmental Assessment:



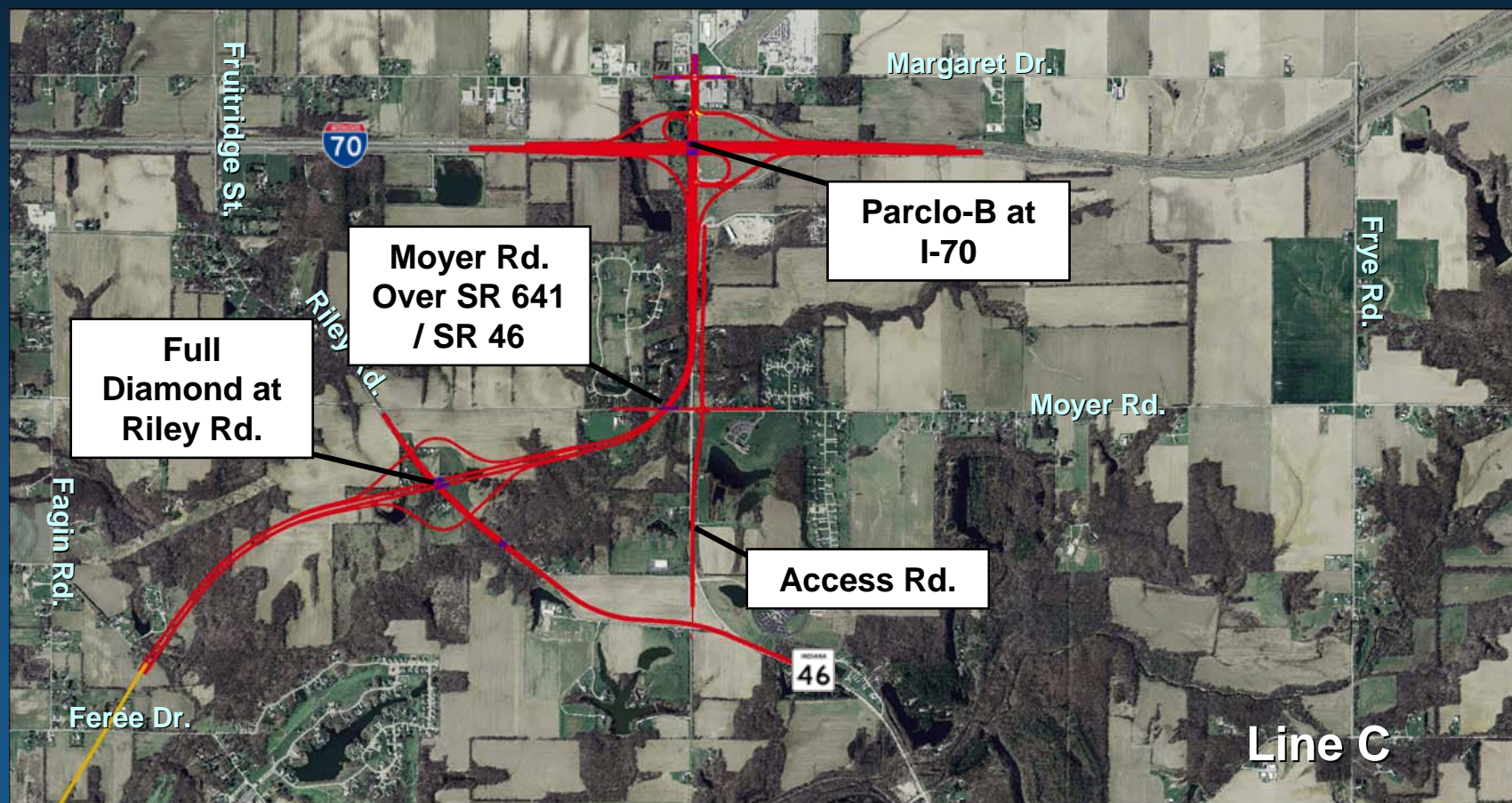
Line CX – SR 641 and Riley Road Full Diamond Interchange



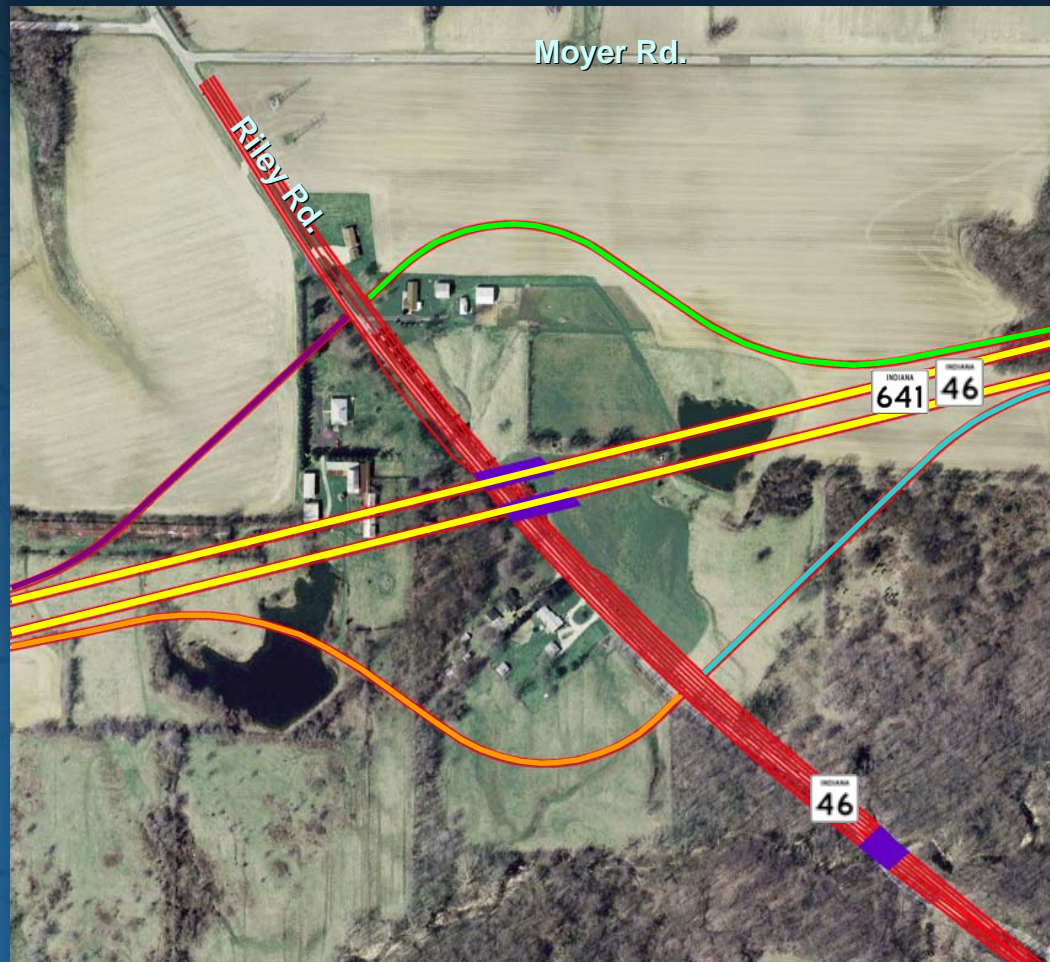
Road Segments

- SR 641 Thru Lanes
- Southbound SR 641 / Eastbound SR 46 Ramp to Riley Road
- Northbound SR 641 Ramp to Riley Road
- Riley Road Ramp to Southbound SR 641
- Riley Road Ramp to Northbound SR 641 / Westbound SR 46

Alternatives Considered as Part of the Environmental Assessment:



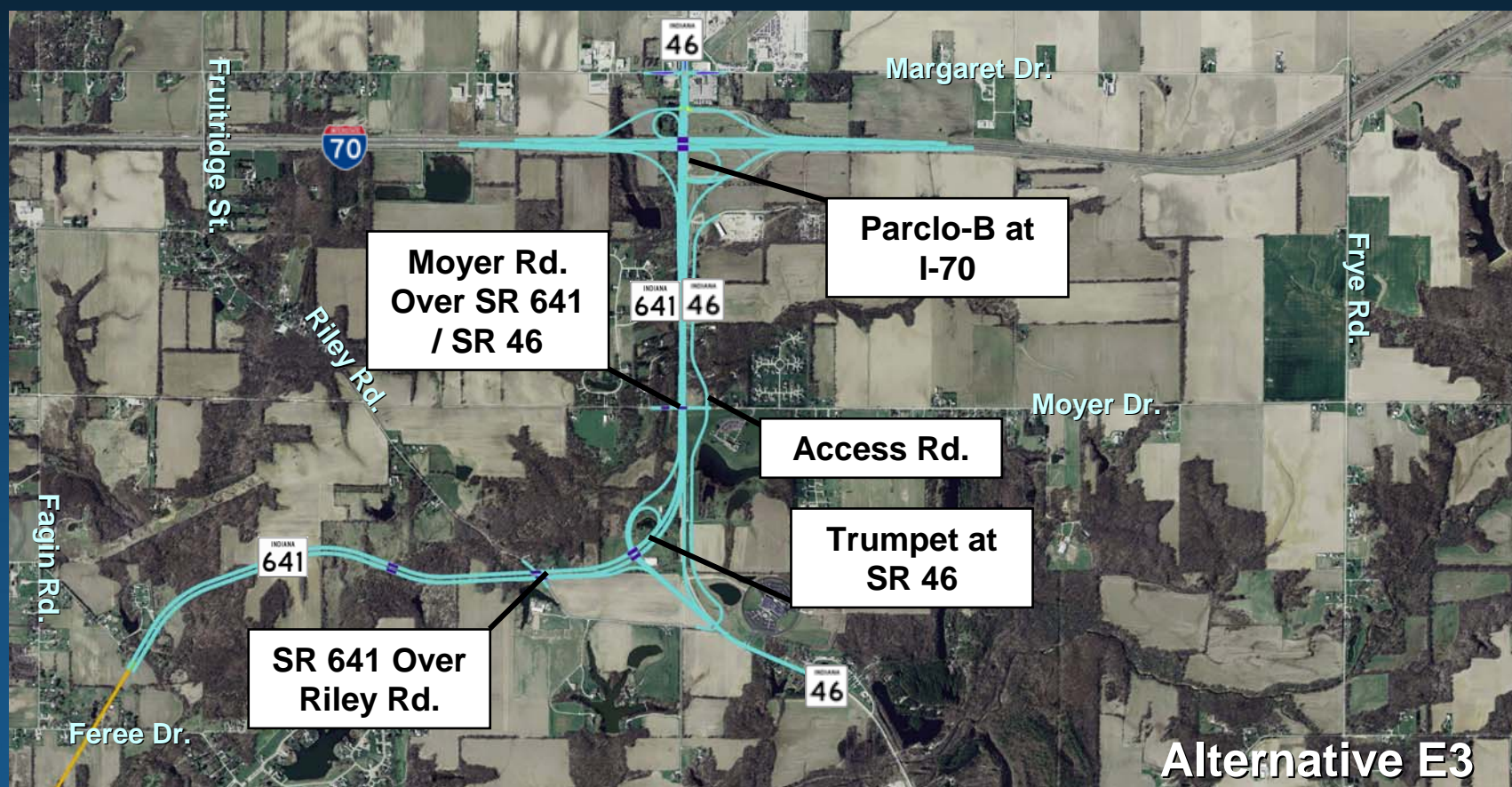
Line C – SR 641 and Riley Road Full Diamond Interchange



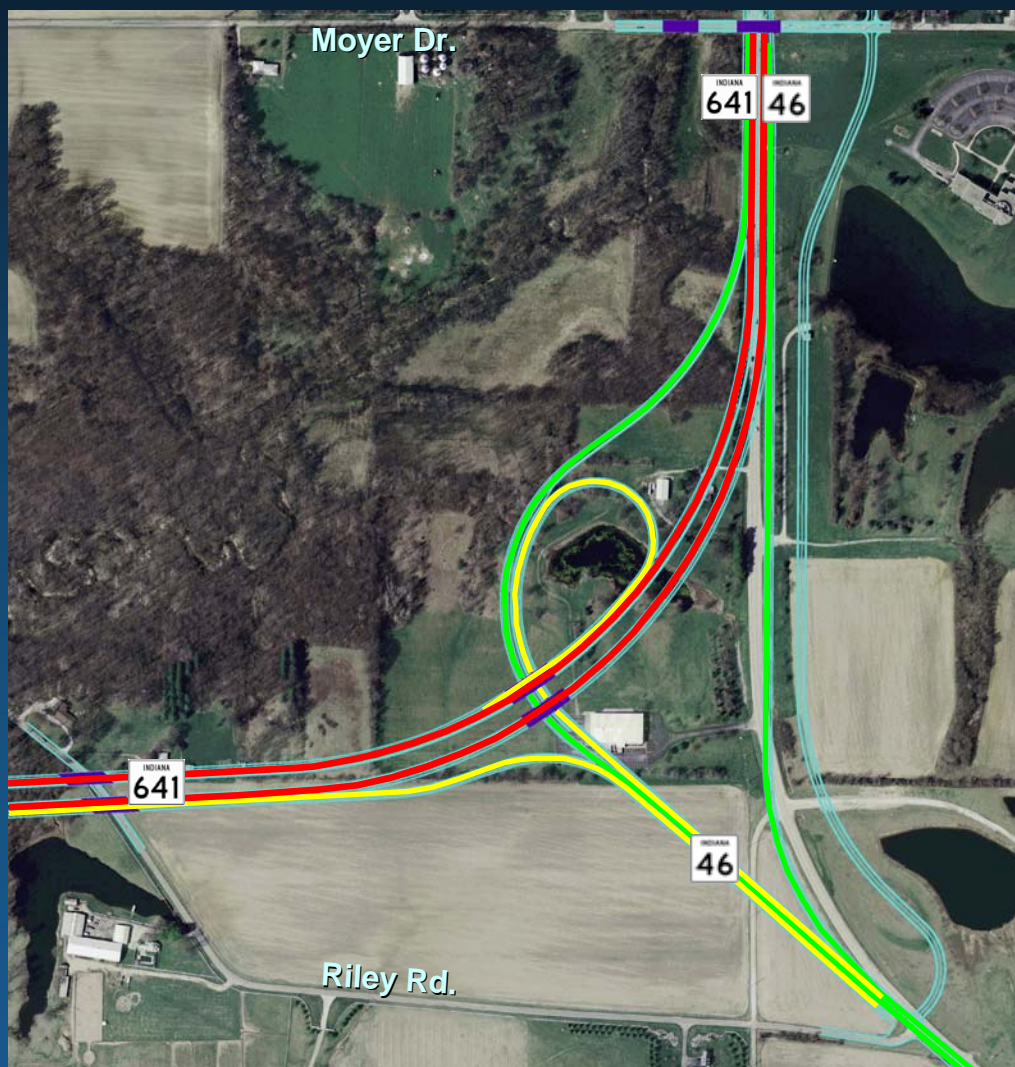
Road Segments

- SR 641 Thru Lanes
- Southbound SR 641 / Eastbound SR 46 Ramp to Riley Road
- Northbound SR 641 Ramp to Riley Road
- Riley Road Ramp to Southbound SR 641
- Riley Road Ramp to Northbound SR 641 / Westbound SR 46




Alternatives Considered as Part of the Environmental Assessment:



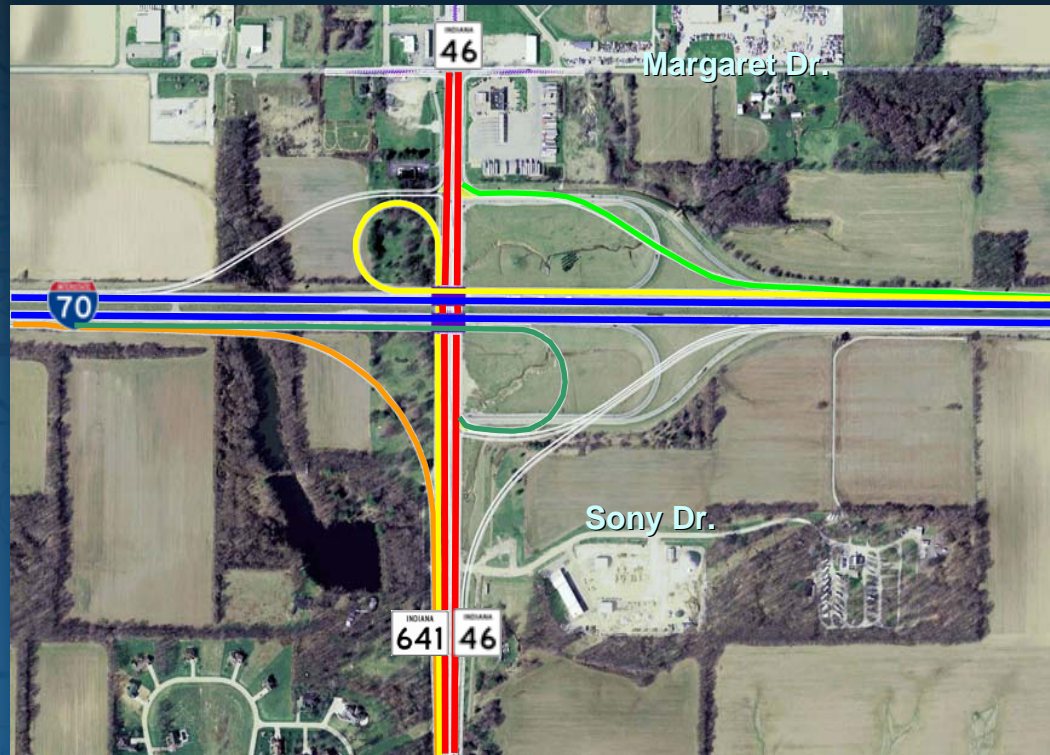
Alternative E3 – SR 641 and SR 46 Trumpet Interchange



Road Segments

-  SR 641 Thru Traffic
-  Eastbound SR 46 Jug Handle Ramp & Westbound SR 46 Connector Ramp
-  SR 641 – SR 46 Connector & Loop Ramp

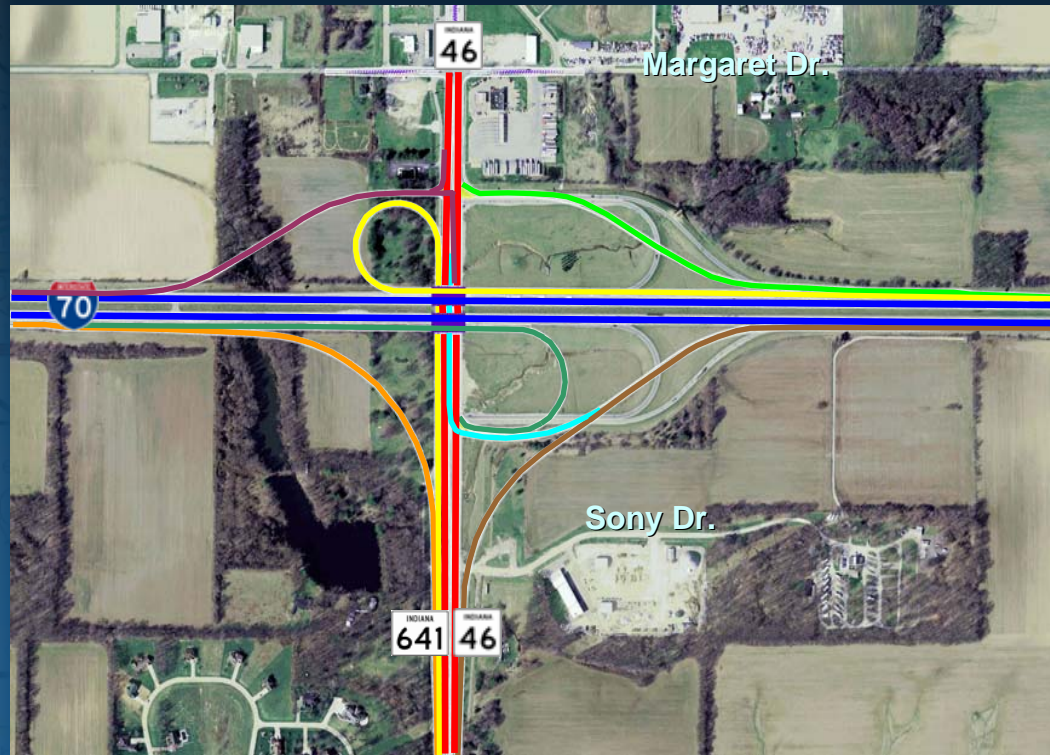
Line C, Line CX & Alternative E3 – SR 641/SR 46 and I-70 Parclo-B Interchange



Road Segments

- SR 641 / SR46 Thru Lanes
- I-70 Thru Lanes
- Westbound I-70 to Westbound SR 46 & Southbound SR 641 / Eastbound SR 46 Connector Ramp
- Westbound I-70 to Southbound SR 641 / Eastbound SR 46 Loop Ramp
- Eastbound I-70 to Southbound SR 641 / Eastbound SR 46 Connector Ramp
- Eastbound I-70 to Westbound SR 46 Loop Ramp

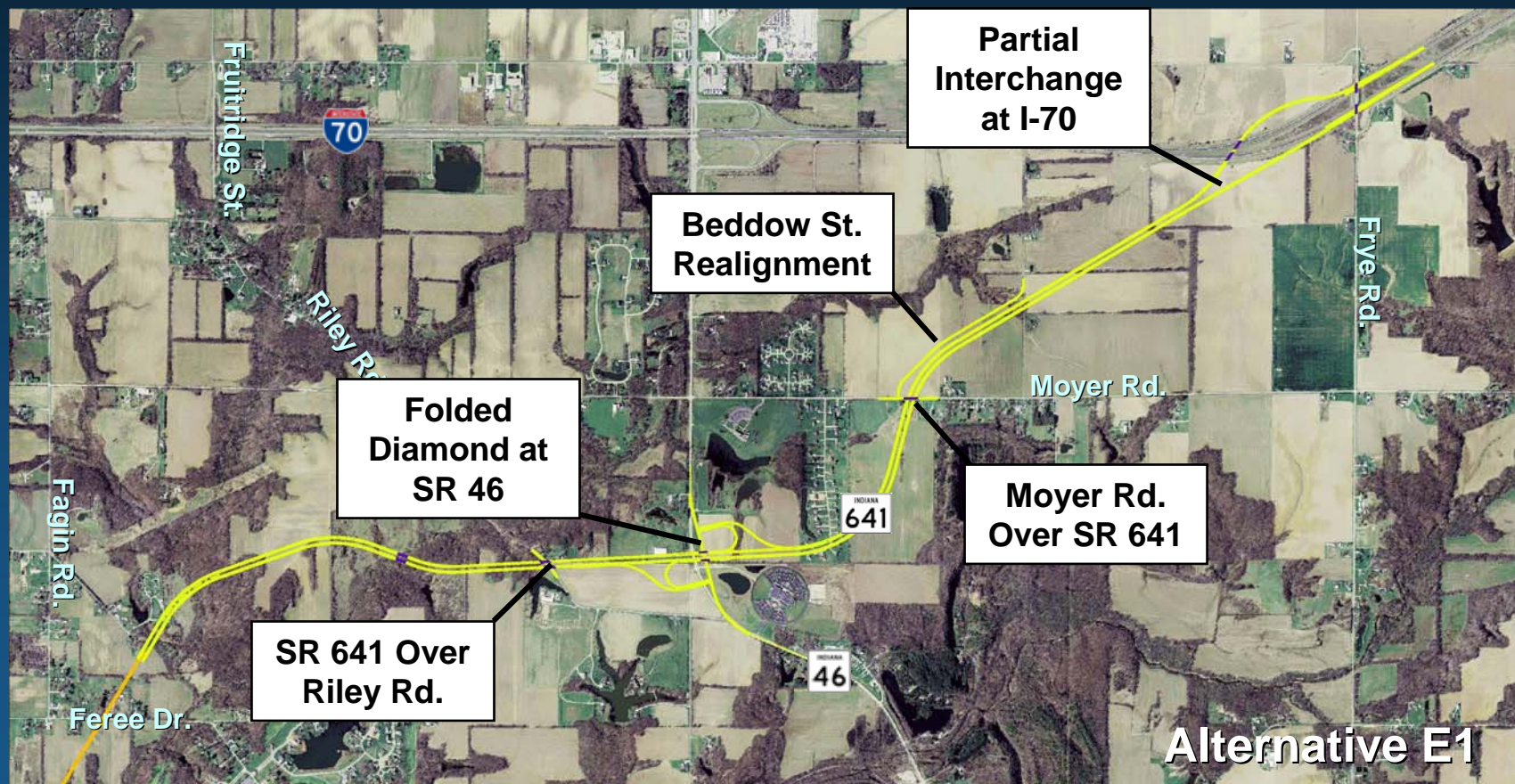
Line C, Line CX & Alternative E3 – SR 641/SR 46 and I-70 Parclo-B Interchange



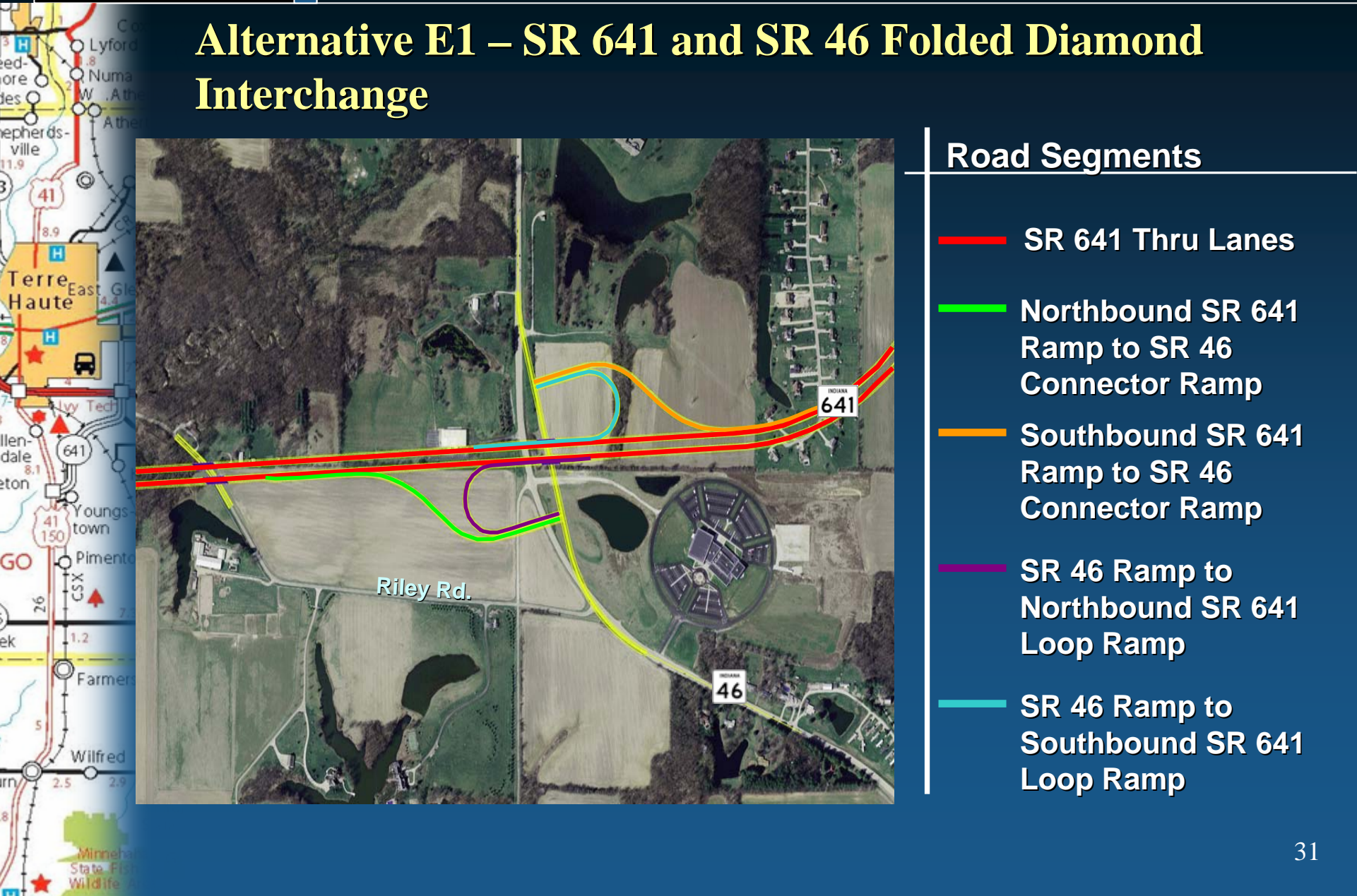
Road Segments

- Northbound SR 641 / Westbound SR 46 & Eastbound SR 46 to Westbound I-70 Connector Ramp
- Northbound SR 641 / Westbound SR 46 to Eastbound I-70 Connector Ramp
- Eastbound SR 46 to Eastbound I-70 Left-Turn Ramp

Alternatives Considered as Part of the Environmental Assessment:



Alternative E1 – SR 641 and SR 46 Folded Diamond Interchange



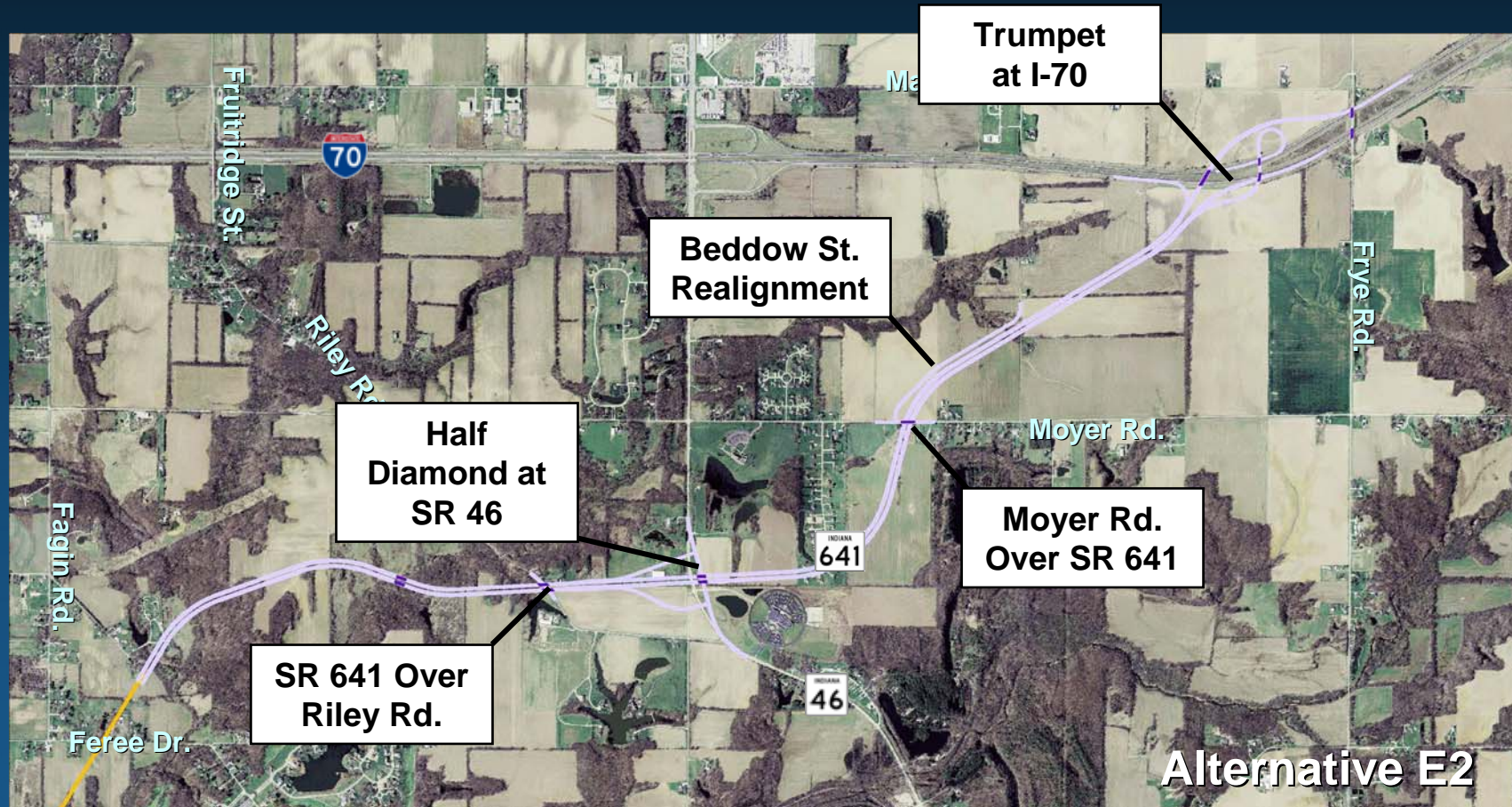
Alternative E1 – SR 641 and I-70 Partial Interchange



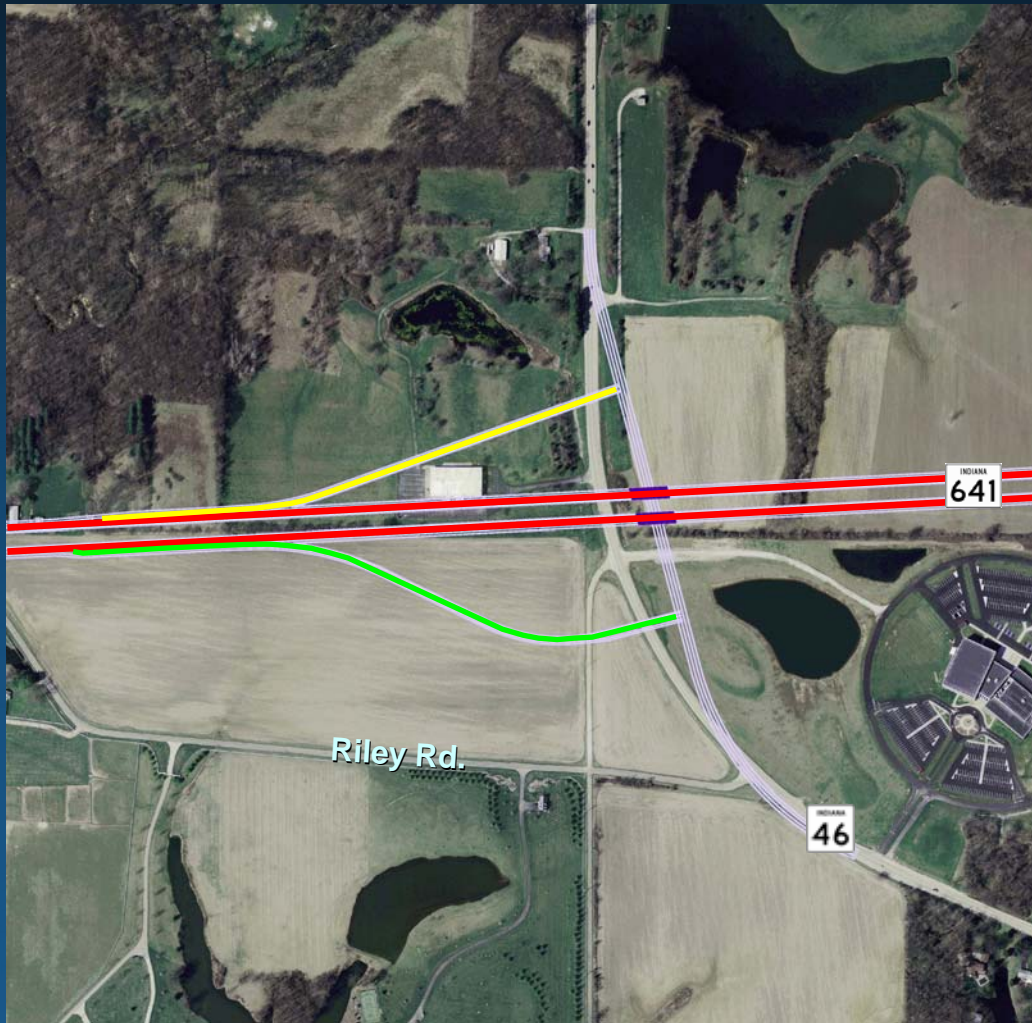
Road Segments

- SR 641 Ramp to Eastbound I-70 Connector Ramp
- Westbound I-70 Ramp to Southbound SR 641 Jug Handle Ramp




Alternatives Considered as Part of the Environmental Assessment:



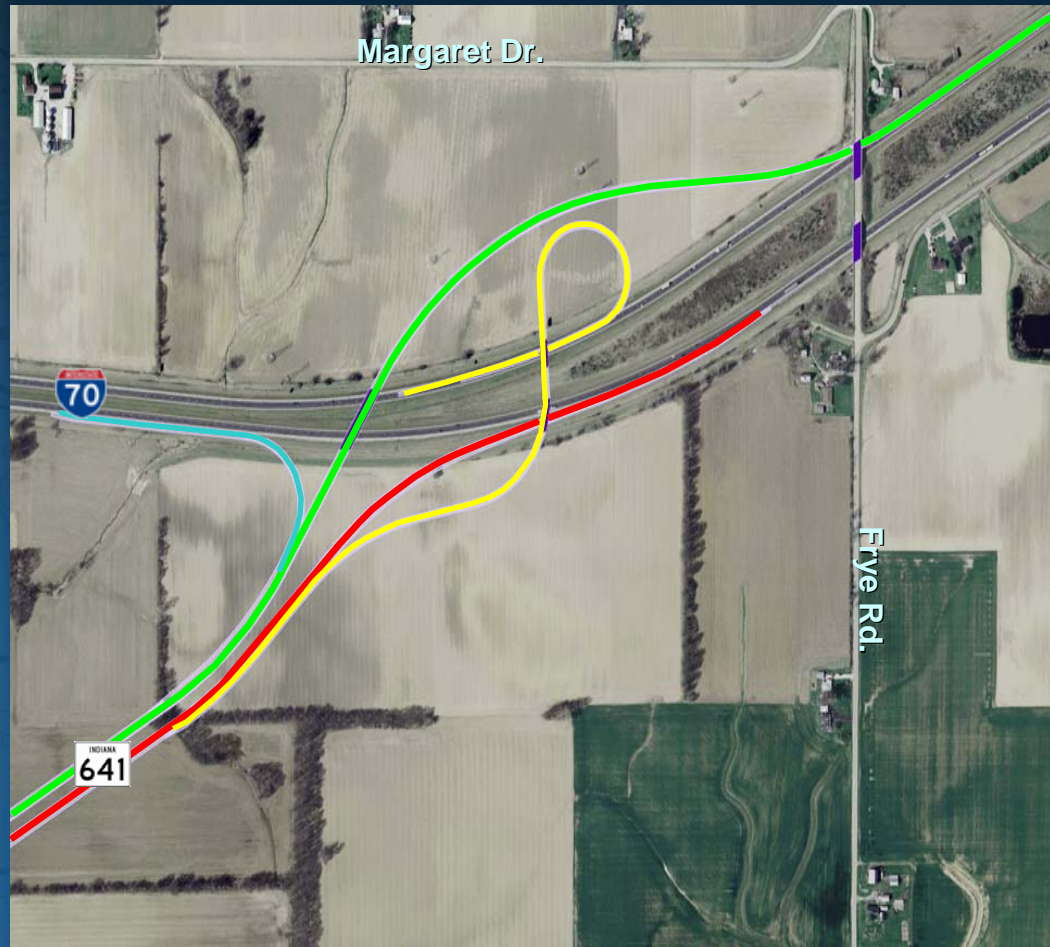
Alternative E2 – SR 641 and SR 46 Half Diamond Interchange



Road Segments

-  SR 641 Thru Traffic
-  Northbound SR 641 Ramp to SR 46
-  SR 46 Ramp to Southbound SR 641

Alternative E2 – SR 641 and I-70 Trumpet Interchange



Road Segments

- Northbound SR 641 Ramp to Eastbound I-70 Connector Ramp
- Westbound I-70 Ramp to Southbound SR 641 Jug Handle Ramp
- Northbound SR 641 Ramp to Westbound I-70 Loop Ramp
- Eastbound I-70 Ramp to Southbound SR 641 Connector Ramp



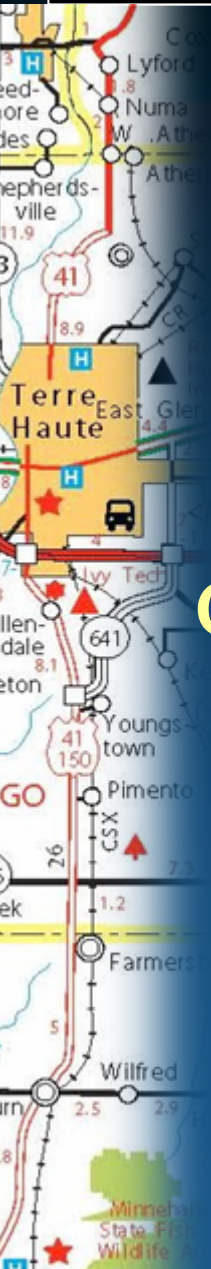
ENSUING RE-EVALUATION IN PHASES III & IV:

- ❑ Concluding Archaeological Investigations
- ❑ Historic Survey of Aboveground Resources Completed – Draft Historic Properties Report Developed
- ❑ Preliminary Noise Analysis Underway
 - Identification of Impacted Receivers Associated with Each Alternative
 - A More Detailed Analysis is to be Completed Once a Preferred Alternative is Identified.
- ❑ Traffic Projections Being Obtained for Alternatives



ENSUING RE-EVALUATION IN PHASES III & IV:

- ❑ Bat Survey and Water Quality Studies to be Initiated May / June 2008
- ❑ Hazardous Materials Site Investigation Underway
- ❑ Draft Environmental Assessment in August 2008
- ❑ Convened Two Meetings of the Community Advisory Committee (CAC)
 - November 29, 2007
 - April 8, 2008
 - Final CAC in June 2008



OVERVIEW OF THE COMMUNITY ADVISORY COMMITTEE



COMMUNITY ADVISORY COMMITTEE:

- ❑ Small Advisory Group Representing a Cross Section of the Affected Community
- ❑ Charge is to Assist FHWA and INDOT in Their Efforts to:
 - Identify Community Resources / Issues within the Area of Potential Impact
 - Assess Impacts / Benefits of Each Alternative on Each Identified Community Resource / Issue
- ❑ Recommend Ways to Mitigate Adverse Impacts to Community Resources / Issues



MEMBERS OF THE CAC:

- City of Terre Haute (Mayor's Office)
- Terre Haute City Council
- Terre Haute City Engineer
- Idle Creek Subdivision
- Lexington Farms Subdivision
- Maryland Community Church
- Vigo County School Corporation
- Vigo County Board of Commissioners
- Unnamed Mobile Home Park (Albany Rd.)
- Town of Riley Volunteer Fire Department
- South Willow Brook Subdivision
- North Willow Brook Subdivision
- Vigo County Health Department
- Terre Haute Chamber of Commerce
- Vigo County Emergency Management Agency
- Rose Hulman Ventures
- Terre Haute International Airport
- Vigo County Sheriff's Department
- Vigo County Engineer
- Terre Haute Police Department
- Terre Haute Fire Department
- Vigo County Parks and Recreation Department
- Vigo County Council
- Vigo County Area Planning Department

KEY IDENTIFIED ISSUES FROM THE CAC:

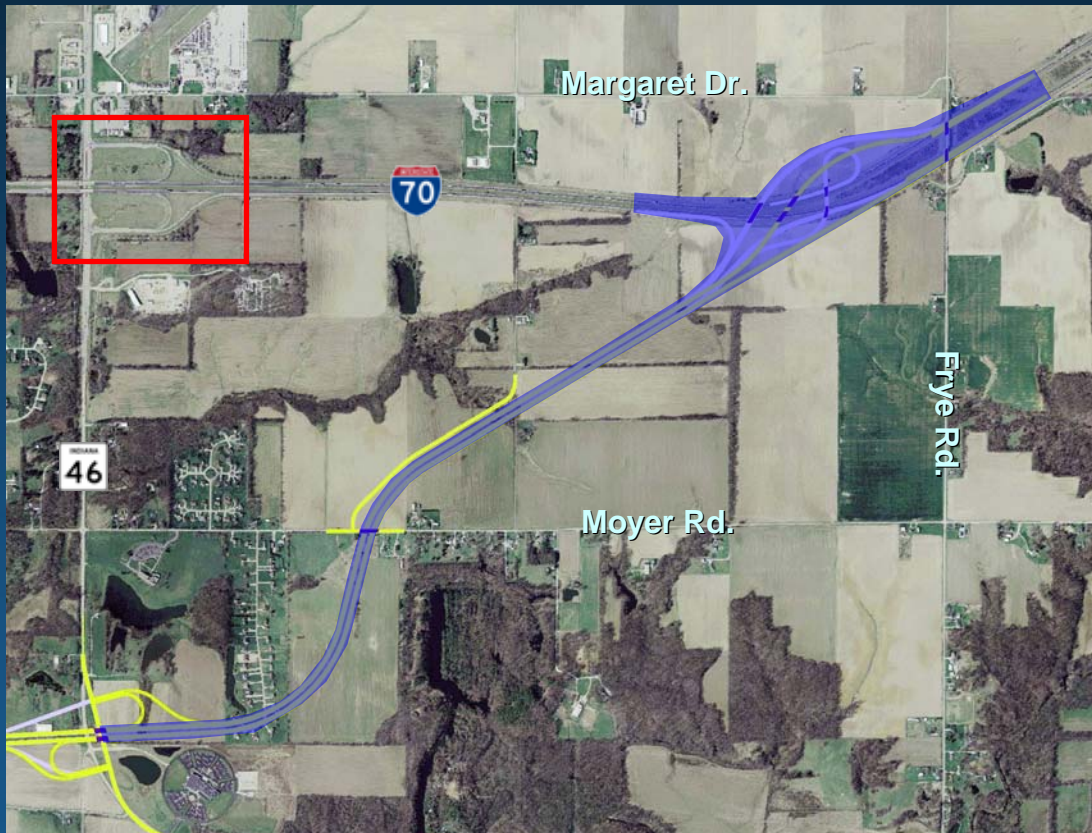
Improvements to the I-70 & SR 46 Interchange



- ❑ If Alternative E1 or E2 is Identified as the Preferred Alternative:
 - No Improvements to the SR 46 / I-70 Interchange to be Included as Part of Project
- ❑ Modification may be Considered by INDOT as a Separate Project
- ❑ Line C, Line CX and Alternative E 3 Would Modify the Interchange

KEY IDENTIFIED ISSUES FROM THE CAC:

Improvements to the I-70 & SR 46 Interchange



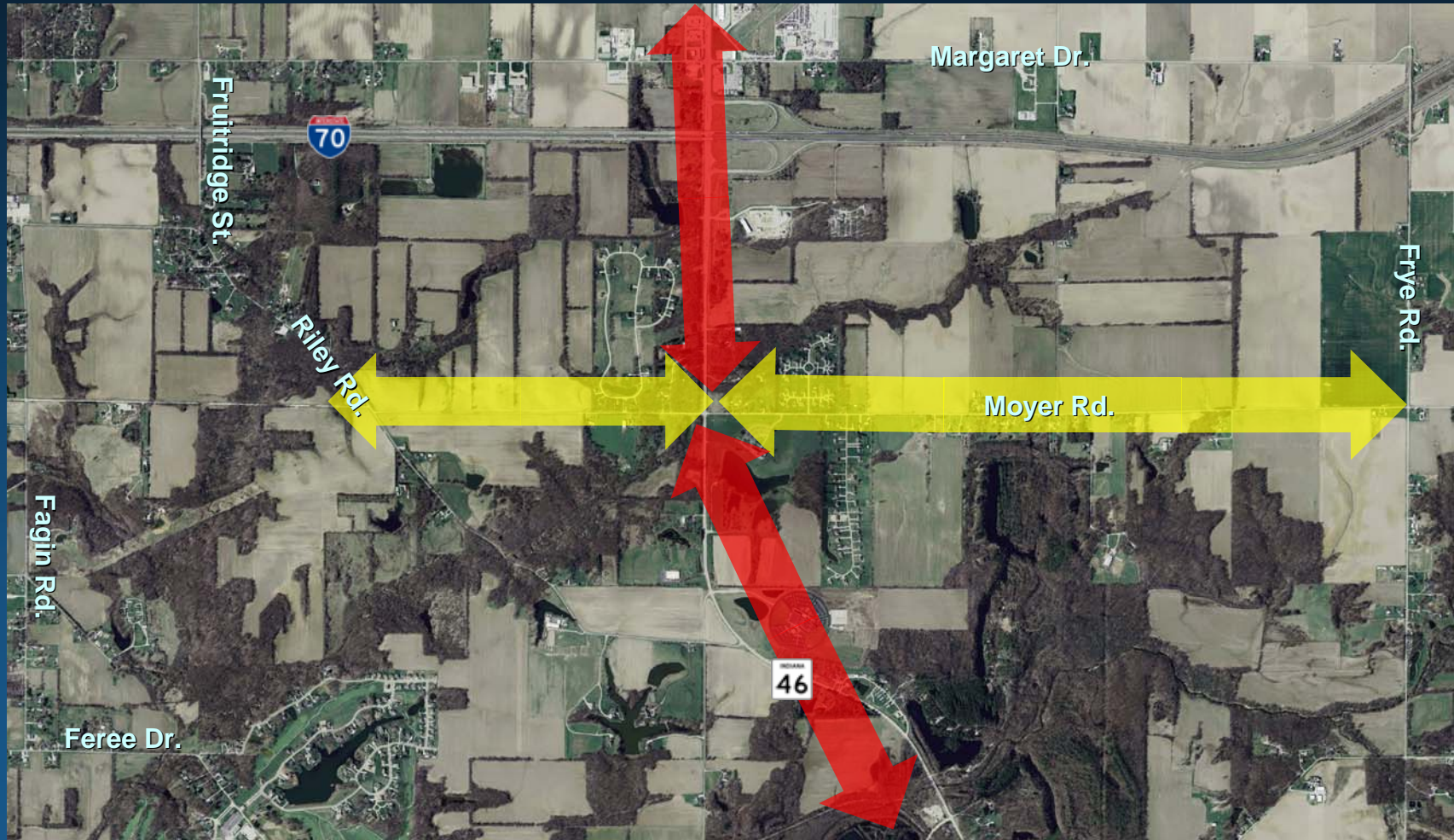
- ❑ Pending Traffic Projections May Demonstrate:
 - SR 641 Leg Between SR 46 and I-70 May Divert Enough Traffic to Maintain the Existing SR 46 / I-70 Interchange

KEY IDENTIFIED ISSUES FROM THE CAC:

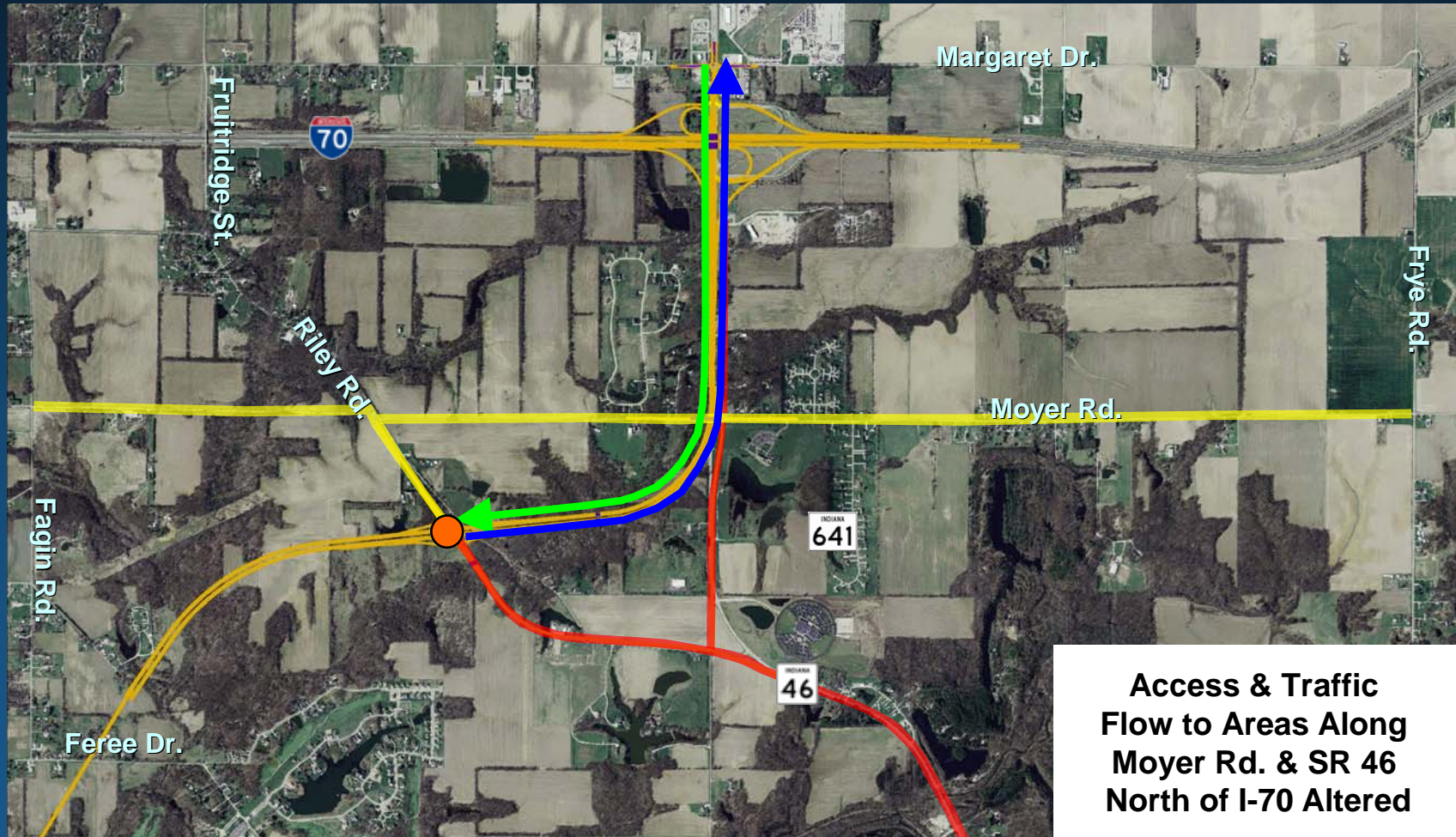
Maintaining Access to Moyer Road and Along SR 46 North of Moyer Road

- ❑ Issue Revolving Around Flow of Traffic and Providing Access to Areas Along Moyer Road, East and West of SR 46, and Along SR 46 North of Moyer Road
 - CAC Interested in the Possibility of At-Grade Intersections to Maintain Existing Access
- ❑ FHWA would not Encourage the Use of At-Grade Intersections on a Limited Access Freeway Facility
 - Allowing Access Along SR 46 North of Moyer Road would Affect Driver Expectations of a Controlled Access Facility Between Interchanges
 - May Conflict with the Purpose of the Project – System to System Connectivity with Limited Access Points
- ❑ Restriction of Access and Divergence of Traffic to be Considered in the Continuing Re-Evaluation

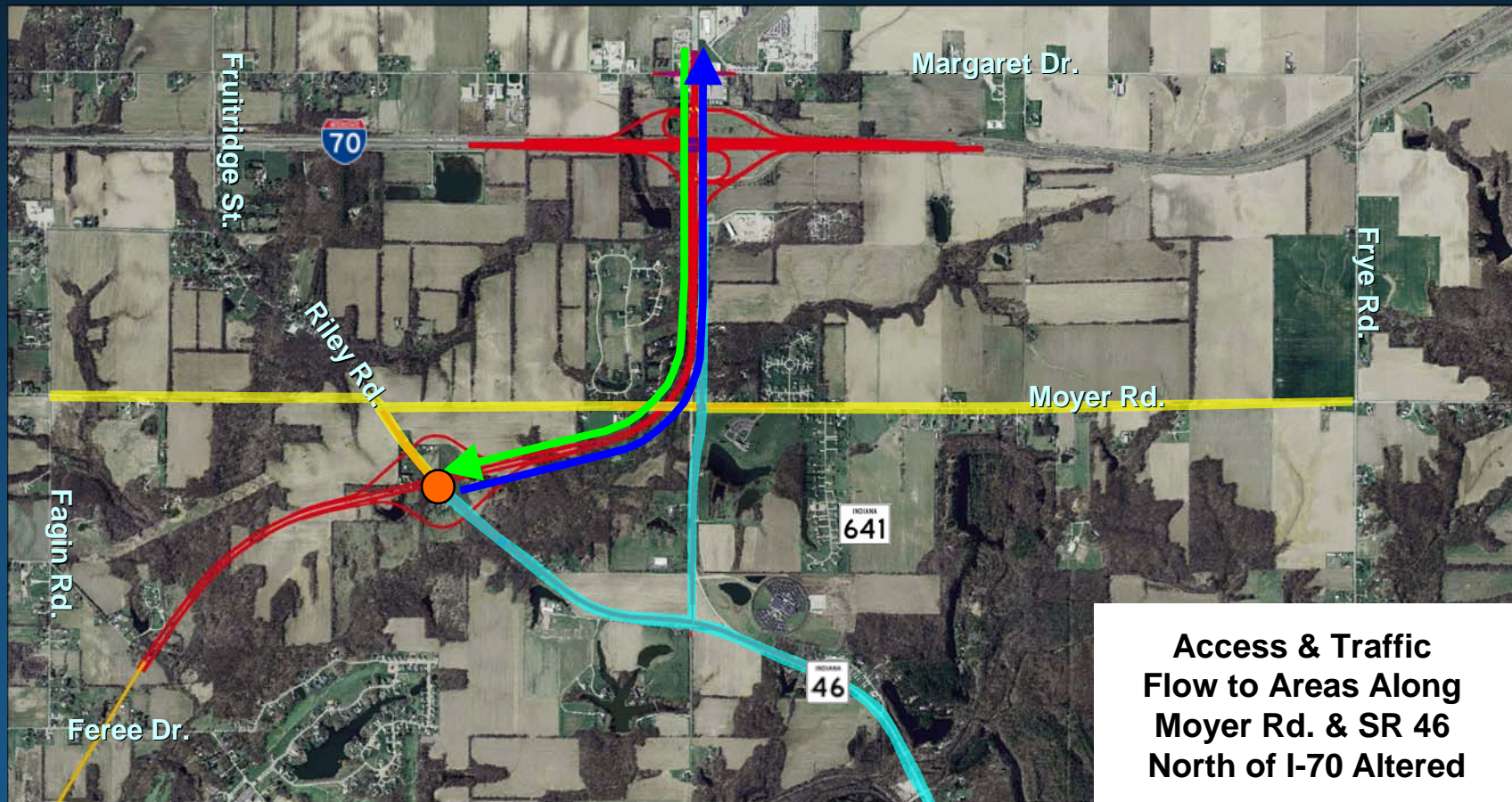
LOCAL ACCESS & TRAFFIC FLOW – EXISTING:



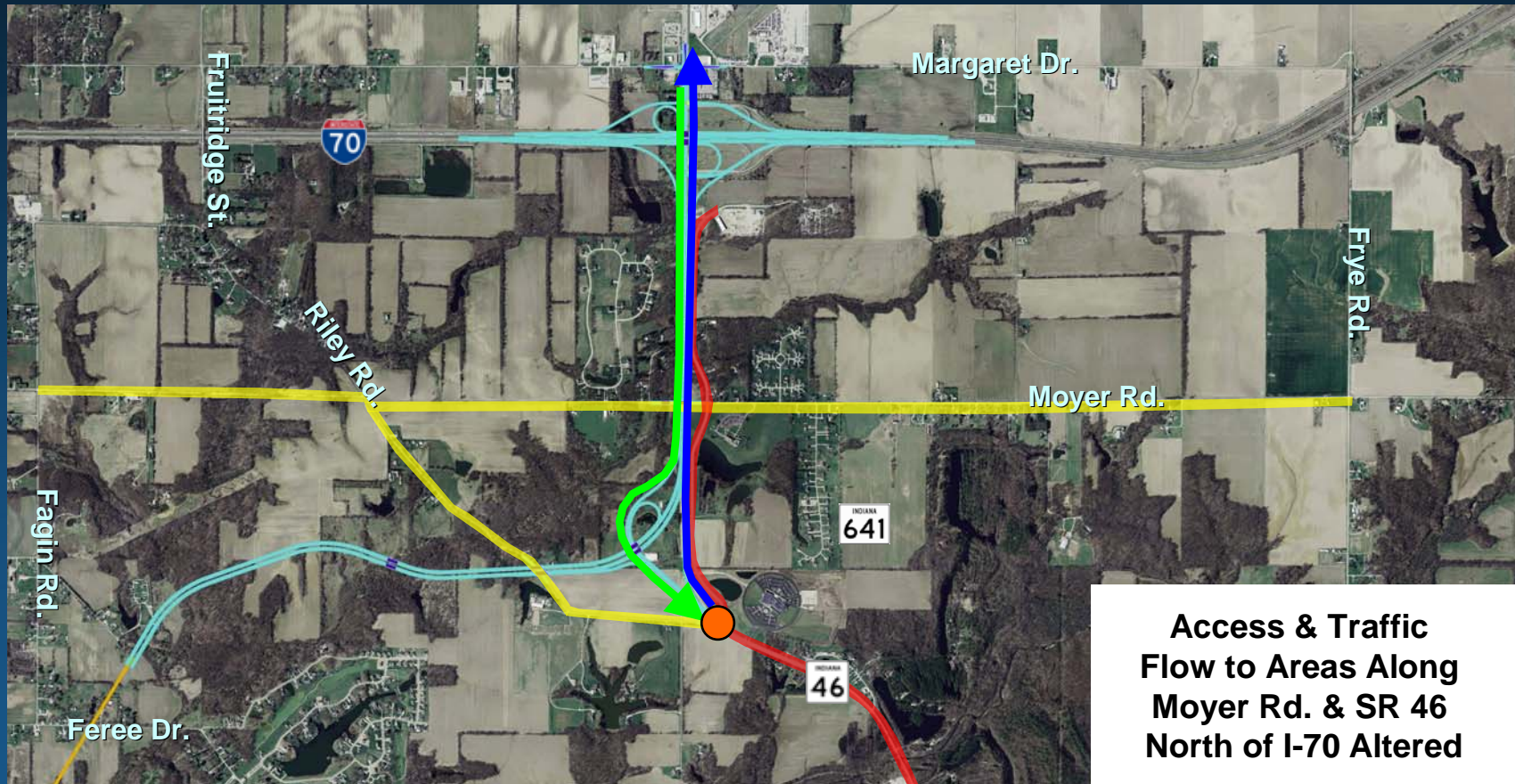
LOCAL ACCESS & TRAFFIC FLOW – LINE CX:



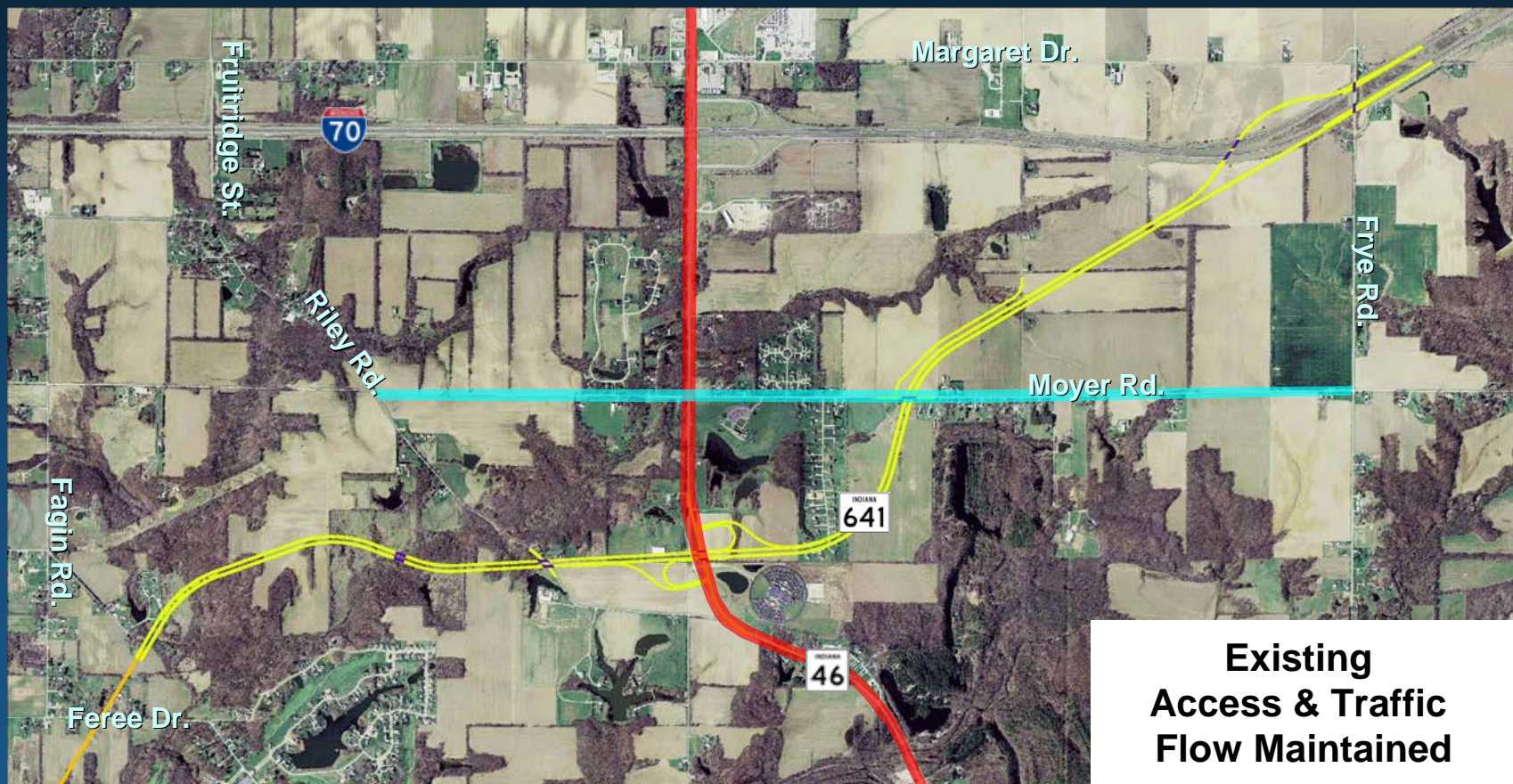
LOCAL ACCESS & TRAFFIC FLOW – LINE C:



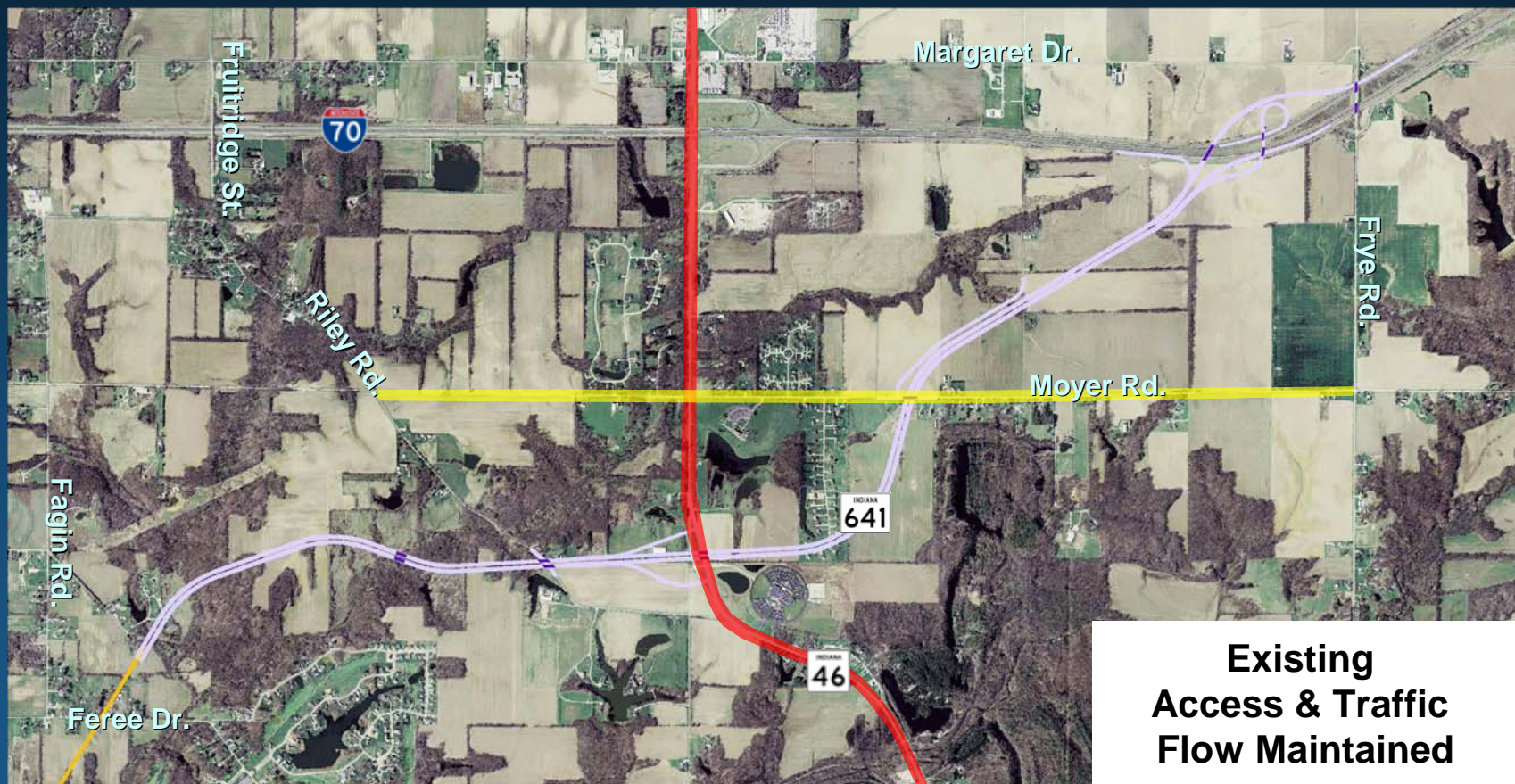
LOCAL ACCESS & TRAFFIC FLOW – ALTERNATIVE E3:



LOCAL ACCESS & TRAFFIC FLOW – ALTERNATIVE E1:

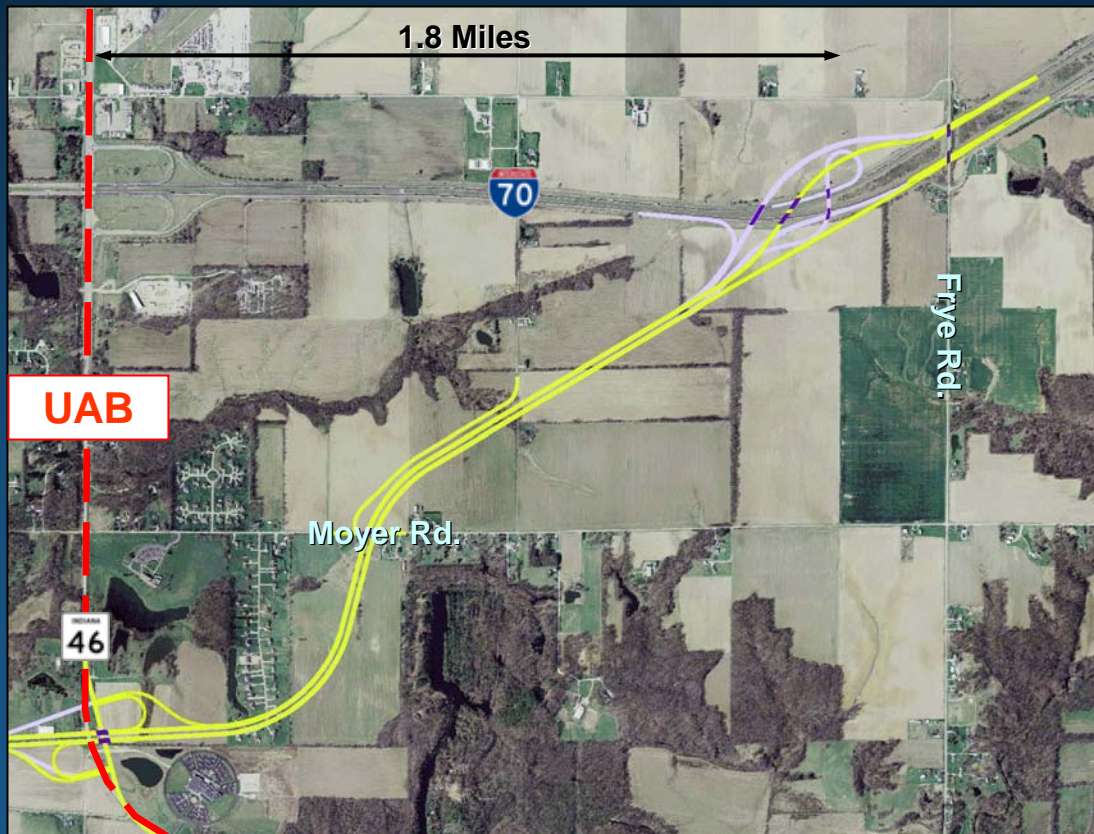


LOCAL ACCESS & TRAFFIC FLOW – ALTERNATIVE E2:



KEY IDENTIFIED ISSUES FROM THE CAC:

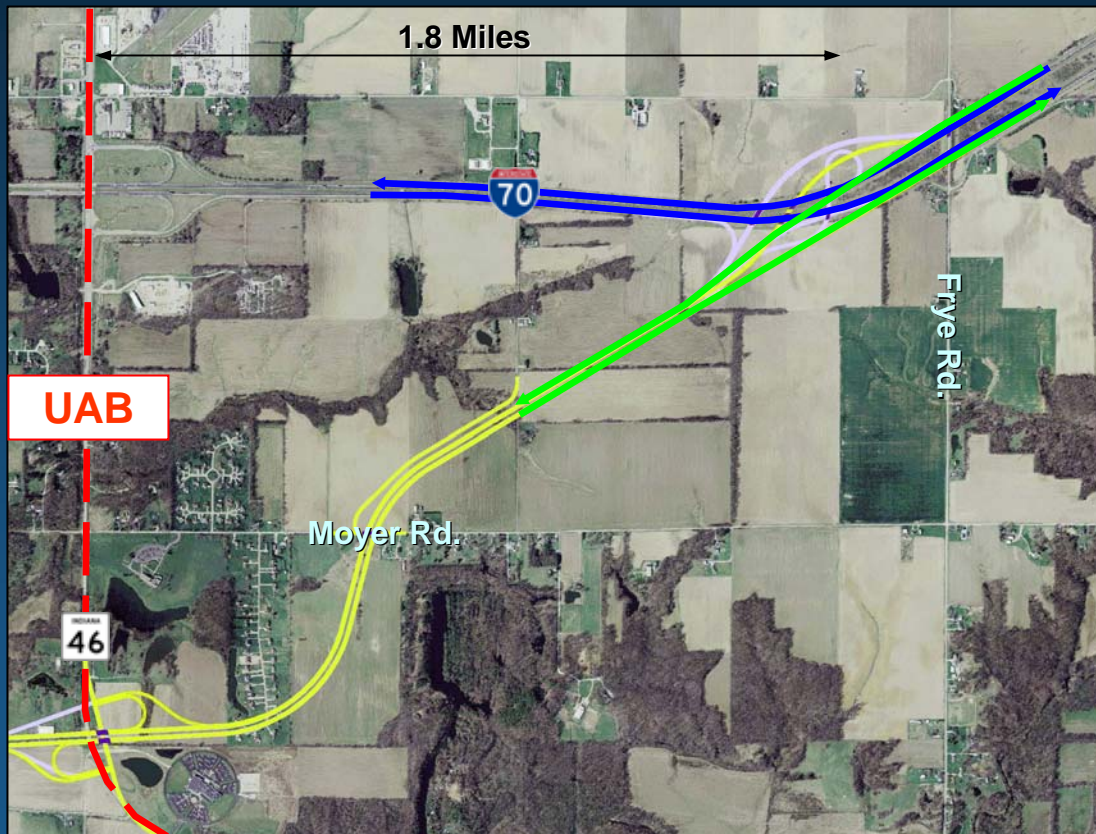
Interchange at I-70 / Access to Frye Road (Alternatives E1 & E2)



- Spacing Between Proposed SR 641 / I-70 Interchange & Existing SR 46 / I-70 Interchange is Approximately 1.8 Miles
- FHWA Recommended Spacing Depends Rural / Urban Classification
 - Urban Areas = 1 Mile
 - Rural Areas = 3 Miles
- FHWA Rural / Urban Criteria Based Upon Approved Urbanized Area Boundary (UAB)

KEY IDENTIFIED ISSUES FROM THE CAC:

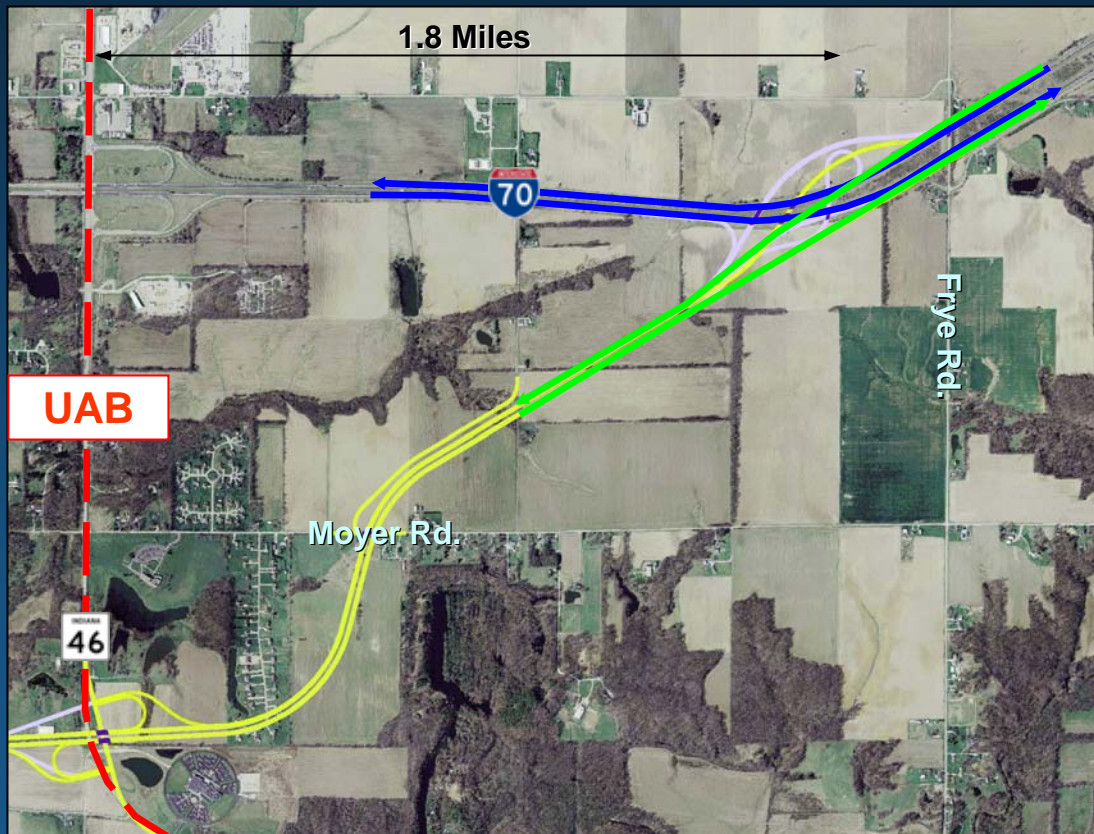
Interchange at I-70 / Access to Frye Road (Alternatives E1 & E2)



- FHWA Allowing Reduced Spacing as it Provides System to System Linkage
 - SR 641 & I-70
- Addition of a Local Road Connection Alters the Function of the Interchange
 - FHWA May Disavow Acceptance of Spacing Reduction
- According to Vigo County Area Planner, Development is at Tabortown Road

KEY IDENTIFIED ISSUES FROM THE CAC:

Interchange at I-70 / Access to Frye Road (Alternatives E1 & E2)



- More Expensive to Add a Three Legged Interchange that Accesses the Local Road
- Would Result in Unlimited Access Points
- Alternately, Reduce from Freeway Standards to Expressway Standards East of SR 46 to I-70
- Would Result in Areas of Secondary and Indirect Growth that Project Would Otherwise Attempt to Minimize

SR 641 PHASES III & IV

TIMELINE:

A map of the SR 641 project area in Indiana, showing the route from Terre Haute in the north to Wilfred in the south. The map includes various towns and landmarks, with the project route highlighted in red. The timeline is overlaid on the right side of the map.

**December
2013**

Phases III & IV Open to Traffic

**December
2011**

Construction Letting

**June
2011**

Final Tracings / Completion of Alignment Design Phase

**February
2009**

Begin Right-of-Way Activities

**February
2009**

Finding of No Significant Impact / Completion of
Environmental Phase

**Fall
2008**

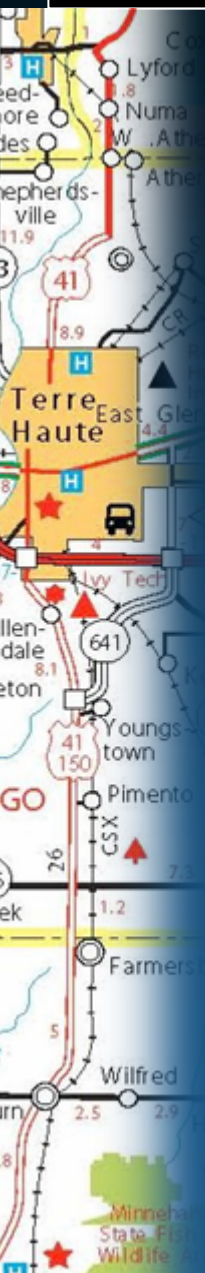
Public Hearing

**August
2008**

Draft Environmental Assessment

PERSONAL ALTERNATIVE PREFERENCE SURVEY:

- Rate Each Alternative on Their “Desirability”
 - Ability to Address the Need for the Project
 - Effects on the Social and Natural Environment
- Identify Basis for Your Ratings
- Identify the Alternative You Find Most Preferable
- Return to Project Staff or Place in Comment Box Prior to Leaving



Chad Costa

Deputy Chief Environmental Analyst

Beam, Longest and Neff, L.L.C.

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ccosta@b-l-n.com

Project Website:

<http://www.in.gov/indot/div/projects/sr641/>